The Hongkong Telegraph.

(ESTABLISHED 1881.)

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Banks.

Dentistry.

Intimations.

Intimations.

Hotels.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "POWAN," .....2,338 tons .....Captain W. A. Valentine.
" "FATSHAN," .....2,260 " ..... " R. D. Thomas.
" "KINSHAN," .....1,995 " ..... " J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 9 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HONAM," .....2,363 tons .....Captain H. D. Jones.

Departures from Hongkong to Macao on week days at 2 P.M.
Sunday Special Excursions leaving Hongkong at 9.30 A.M., and a second departure about 7 P.M.

Departures from Macao to Hongkong on week days at 7.30 A.M.
On Saturdays a Second Departure about 7.30 P.M. On Sundays at 3 P.M. (See Special Express).

CANTON-MACAO LINE.

S.S. "LUNGSHAN," .....219 tons.....Captain T. Hamlin.

Departures from Macao to Canton on Monday, Wednesday, and Friday, at 7.30 A.M.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 7.30 A.M.

JOINT SERVICE OF THE H K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," .....588 tons .....Captain J. Willox.
" "NANNING,".....569 " ..... " C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
Hotel Mansions, (First Floor) opposite the Hongkong Hotel,
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 5th November, 1906. [10

JAVA-CHINA-JAPAN LIJN.

REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIBODAS ...	JAPAN	First half December	JAVA PORTS	First half December
TJIPANAS ...	JAVA	First half December	JAPAN	First half December
TJILIWONG..	JAPAN	First half December	JAVA PORTS	First half December
TJIMAHI.....	JAPAN	Second half December	JAVA PORTS	Second half December
TJILATJAP...	JAVA	First half January	JAPAN	First half January

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY
OF THE
JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.
YORK BUILDINGS, 1st Floor.
Hongkong, 26th November, 1906 [15

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 5½ DAYS.

THE steamers sail from HONGKONG to SAMSHUI, SHUIHING, TAKHING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip $30

These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.

For further information, apply to—

BUTTERFIELD & SWIRE,
AGENTS,
WEST RIVER BRITISH S.S. CO.
HONGKONG.

Hongkong, 6th October, 1906. [14

EYES RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
8, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON, 21, John Street, Bedford Row, W.C. CALCUTTA, 59, Bentinck Street. SHANGHAI, 566, Nanking Road

Hongkong, 27th November, 1905. [48

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSSEN & Co.

Hongkong 28th May, 1895 [58

KWONG SANG & Co.,
No. 70, WELLINGTON STREET.

GENERAL DRAPERS, MANUFACTURERS and DEALERS in Ladies' and Children's Underwear, Silk, Pongee, Grasscloth, Fancy and Piece Goods, &c.

Latest style of Ladies' Blouses and Gentlemen's Shirts made to order.

TRIAL ORDER SOLICITED.

Hongkong, 1st February, 1906. [880

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAMERS FOR SINGAPORE, PENANG, COLOMBO, PORT SAID, ANTWERP, PORT SAID, NAPLES, GENOA, HAMBURG; PORTS IN THE LEVANT, NORTH SEA AND BALTIC PORTS; LONDON, NEW YORK, BOSTON, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Mails. Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
BUELOW	WEDNESDAY, 5th December.
PRINZ REGENT LUITPOLD	WEDNESDAY, 19th December.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 2nd January, 1907.
SEYDLITZ	WEDNESDAY, 16th January.
PRINZ HEINRICH	WEDNESDAY, 30th January.
GNEISENAU	WEDNESDAY, 13th February.
PREUSSEN	WEDNESDAY, 27th February.
PRINZESS ALICE	WEDNESDAY, 13th March.
PRINZ LUDWIG	WEDNESDAY, 27th March.
ZIETEN	WEDNESDAY, 10th April.
PRINZ REGENT LUITPOLD	WEDNESDAY, 24th April.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 8th May.

ON WEDNESDAY, the 5th day of December, 1906, at Noon, the Steamship *BUELOW*, Captain H. Förmes, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 3rd December, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 4th December, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 4th December.

Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board.

Passage Money payable in local currency at current sight Bank rate of exchange on the day of payment.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR ...	£61. o. o.	£42. o. o.	£22. o. o.
Return	91. o. o.	63. o. o.	33. o. o.
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65. o. o.	44. o. o.	24. o. o.
Return	97. o. o.	66. o. o.	36. o. o.
* TO NEW YORK VIA SUEZ:			
VIA NAPLES, GENOA OR GIBRALTAR ...	64. o. o.	44. o. o.	26. o. o.
Return	115. o. o.	79. o. o.	47. o. o.
VIA BREMEN OR SOUTHAMPTON	68. o. o.	46. o. o.	27. o. o.
Return	123. o. o.	83. o. o.	49. o. o.

* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland THE SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE TO CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.
(Subject to alteration).

STEAMERS.	TONS.	SAILING DATES.
PRINZ SIGISMUND	3,302	TUESDAY, 11th December.
SANDAKAN	1,793	TUESDAY, 4th January.
MANILA	1,790	TUESDAY, 1st February.

ON TUESDAY, the 11th day of December, 1906, at Noon, the Steamship *PRINZ SIGISMUND*, Captain D. Lenz, with Mails, Passengers and Cargo, will leave this port as above.

The steamer has splendid accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class		1st Class	2nd Class
TO MANILA	$50.00	$30.00	$20.00...	Return	$80.00	$50.00
TO NEW GUINEA.....	£28.—	£18.10	£14.00...	Return	£42.00	£27.15
TO BRISBANE.....	£30.—	£20.—	£14.—...	Return	£54.—	£36.—
TO SYDNEY	£33.—	£23.—	£15.—...	Return	£59.10	£41.10
TO MELBOURNE	£34.10	£24.10	£16.—...	Return	£62.5	£44.5
TO YOKOHAMA	$80.00	$60.00	$40.00...	Return	$170.00	$120.
TO KOBE	$95.00	$70.00	$50.00...	Return	$170.00	$120.
TO YOKOHAMA & back from KOBE to HONGKONG ...	$140.00	$100.00				

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer	£97. o. o.
TO EUROPE VIA AUSTRALIA AND AMERICA.....	96. o. o.

From Australia to New York via Vancouver by the C. P. R. Co.'s steamers, or via San Francisco by the O. S. S. Co.'s Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR	STEAMERS	ABOUT
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	*PRINZ EITEL FRIEDRICH*	WEDNESDAY, 5th Dec.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	*SEYDLITZ*	WEDNESDAY, 19th Dec.

TRANSPACIFIC THROUGH TICKETS FROM HONGKONG.

VIA VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co.'s steamers, P. M. S. S. Co., O. & O. S. S. Co., T. K. K. and from NEW YORK to EUROPE by the Magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH OR SOUTHAMPTON	£62. o. o.
TO BREMEN	63. 10. o.
TO PARIS VIA CHERBOURG	65. o. o.
TO NAPLES, GENOA VIA GIBRALTAR	65. o. o.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,
AGENTS.

Hongkong, 24th November, 1906. [9

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.
Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.
Length inside, 375 ft. Width of entrance, top 60.5 ft. bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681.
Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.
Liebers, Scotts, A. 1, and Watkins.

Yokohama, May 23rd, 1905. [39

TROOPS MOVING.

THE CHAPLAIN TO THE FORCES will be glad to receive any number of old or new "MAGAZINES" for the use of the Troops on the Transports. Send to Hongkong Hotel or a chit will ensure their being fetched.

Hongkong, 12th November, 1906. [1096

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED, IN LIQUIDATION.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to	7.30 a.m.	...Every 30 minutes.
7.30 a.m. to	9.30 a.m.	..Every 10 minutes.
9.30 a.m. to	11.00 a.m.	...Every 15 minutes.
11.30 a.m. to	12.45 p.m.	...Every 15 minutes.
12.45 p.m. to	1.15 p.m.	...Every 10 minutes.
1.15 p.m. to	1.45 p.m.	...Every 15 minutes
1.45 p.m. to	2.15 p.m.	..Every 10 minutes.
2.15 p.m. to	3.00 p.m.	...Every 15 minutes.
3.30 p.m. to	5.00 p.m.	...Every 15 minutes.
5.00 p.m. to	8.00 p.m.	...Every 10 minutes.

NIGHT CARS.

8.15 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to	9.00 a.m.	...Every 15 minutes.
9.00 a.m. to	9.30 a.m.	...Every 30 minutes.
9.30 a.m. to	10.30 a.m.	...Every 15 minutes.
10.30 a.m. to	11.00 a.m.	...Every 10 minutes.
12.00 Noon to	1.00 p.m.	...Every 10 minutes.
1.00 p.m. to	5.00 p.m.	...Every 15 minutes.
5.00 p.m. to	6.00 p.m.	...Every 10 minutes.
6.00 p.m. to	7.00 p.m.	...Every 15 minutes.
7.00 p.m. to	8.00 p.m.	...Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra cars at 11.30 and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Vœux Road Central.

JOHN D. HUMPHREYS & SON,
Liquidators.

Hongkong, 27th August, 1906 [67

NIKKO CO.

WHOLESALE AND RETAIL DEALERS, in all kinds of JAPANESE FINE ART CURIOS, TEA SETS, and SATSUMA WARE.

At Moderate Prices.

Orders Promptly Executed.

No. 5, ARSENAL STREET.
Hongkong.

Hongkong, 28th April, 1906. [510

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,
利廣隆號李

CABINET-MAKERS AND ART DECORATORS, from Shanghai, has re-opened their FURNITURE STORE at No. 35, DES VŒUX ROAD CENTRAL.

The only Shop in Hongkong with this name

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Ld., Firms and other leading Establishments in the Colony, to whom reference may be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd. write as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annexe to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & Co., Ld.

ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 1st March, 1906. [169

For Sale.

FOR SALE.

THREE WOODEN LIGHTERS.

Length .....80' 0"
Breadth .....24' 0"
Depth ..... 9' 6"
Capacity.....320 tons.

Complete for delivery within 5 weeks from this date.

Plan, Specification and Particulars from

C. E. WARREN & Co.,
30, Des Vœux Road, Central,
and
HOO CHEONG WO & Co.,
51 and 52, Connaught Road, Central.

Hongkong, 5th November, 1906. [1068

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net $4.50 per Cask ex Factory.

In Bags of 250 lbs. net $2.70 per Bag ex Factory.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 2nd October, 1906. [17

SELF CURE NO FICTION!
MARVEL UPON MARVEL!
NO SUFFERER NEED NOW DESPAIR,

but without running a doctor's bill or falling into the deep ditch of quackery, may safely, speedily and economically cure himself without the knowledge of a second party. By the introduction of

THE NEW FRENCH REMEDY
THERAPION,

a complete revolution has been wrought in this department of medical science, whilst thousands have been restored to health and happiness who for years previously had been merely dragging out a miserable existence.

THERAPION No. 1—A Sovereign Remedy for discharges from the urinary organs, superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases.

THERAPION No. 2—A Sovereign Remedy for primary and secondary skin eruptions, ulcerations, pains and swellings of the joints, and all those complaints which mercury and sarsaparilla are popularly but erroneously supposed to cure. This preparation purifies the whole system through the blood and thoroughly eliminates all poisonous matter from the body.

THERAPION No. 3—A Sovereign Remedy for debility, nervousness, impaired vitality, sleeplessness, dizziness and incapacity for business or pleasure, love of solitude, blushing, indigestion, pains in the back and head, and all those disorders resulting from early error and excess which the faculty so persistently ignore, because so impotent to cure or even relieve.

THERAPION is sold by principal Chemists throughout the world. Price in England 1/9 & 4/6. In ordering, state which of the three numbers required, and observe that the word 'THERAPION' appears on British Government Stamp (in white letters on a red ground) affixed to every package by order of His Majesty's Hon. Commissioners, and without which it is a forgery.

Sold by all Chemists. [Q

FOR SALE.

-WELSBACH'S IN, DOOR and OUT, DOOR 4-LIGHT GAS ARC LAMPS,

Do. BOXED LIGHTS,

Do. HARP LAMPS,

Do. MANTLES, CHIMNEYS, GLOBES, SHADES, &c., &c.,

and INCANDESCENT GASOLINE LAMPS of all descriptions from best makers.

NAPHTHA of the best kind for GASOLINE LAMPS and GASOLINE ENGINES, kept in stock.

TAI KWONG CO.,
109, Des Vœux Road Central.

Hongkong, 1st December, 1906. [69

Intimation.

Powell's

GENTS

OUTFITTERS,

28, QUEEN'S ROAD,

(OPPOSITE THE CLOCK TOWER).

ENGLISH BOOTS.

FINEST

ENGLISH

LEATHER.

BEST

ENGLISH

WORKMANSHIP.

BLACK.

BROWN.

PATENT.

Smart Shapes,

Durability,

Comfort.

$12.00

PAIR.

Satisfaction

Guaranteed.

POWELL'S

HONGKONG.

Hongkong, 21st November, 1906. [42

To Let.

TO LET.

No. 8, D'AGUILAR STREET,

suitable for

SHOP AND DWELLING HOUSE,

at present occupied

by

Messrs. K. A. J. CHOTIRMALL & Co.,

who will shortly remove

to

No. 64, QUEEN'S ROAD CENTRAL.

Apply to—

K. A. J. CHOTIRMALL & CO.

Hongkong, 12th November, 1906. [530

TO LET.

FOUR-ROOMED HOUSE on PRAYA EAST, near East Point.

Apply to—

JARDINE, MATHESON & Co.

Hongkong, 26th November, 1906. [1142

TO LET.

ONE GODOWN, at EAST POINT, close to the Water, suitable for the storage of any Cargo.

Floor Area 6,100 square feet.

Apply to—

JARDINE, MATHESON & Co.

Hongkong, 15th October, 1906. [1009

TO LET.

NO. 2, "HILLSIDE," THE PEAK.

OFFICES in KING'S BUILDING and YORK BUILDING.

GODOWNS on PRAYA EAST.

A HOUSE in CLIFTON GARDENS, Conduit Road.

A HOUSE in RIPON TERRACE.

A HOUSE in WONG-NEI-CHONG ROAD.

FLATS in MORETON TERRACE.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 16th November, 1906. [72

TO LET.

A HOUSE in KNUTSFORD TERRACE, KOWLOON.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 31st July, 1906. [789

TO LET.

NOS. 8 and 16, LEIGHTON HILL ROAD. No. 51, WONG-NEI-CHUNG ROAD.

Apply to—

HONGKONG & KOWLOON LAND & LOAN CO., LTD.,

No. 8, Queen's Road West.

Hongkong, 7th November, 1906. [1073

TO LET.

A FLAT and THREE ROOMS, near the Hongkong Bank, suitable for Offices. Moderate rental.

Apply to—

X. Y. Z.

C/o *Hongkong Telegraph.*

Hongkong, 17th October, 1906. [1013

TO LET.

EUROPEAN SHOPS, OFFICES, and GODOWNS (suitable for Dry Goods Storage) at No. 14, Des Vœux Road Central, (formerly occupied by Messrs. Shewan, Tomes & Co.

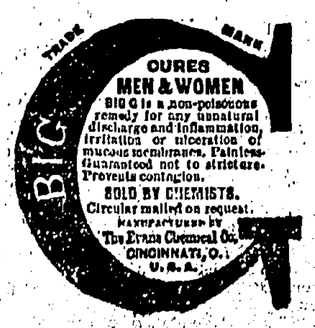
Apply to—

HO TUNG,

Compradore Department,

Jardine, Matheson & Co.

Hongkong, 26th September, 1906. [949



Auctions.

PUBLIC AUCTION

OF

JAPANESE FINE ART AND CURIOS EMBROIDERIES.

THE Undersigned has received instructions to sell by Public Auction, on

THURSDAY,

the 6th December, 1906, commencing at 2.30 P.M., at his Sales Rooms, Duddell Street,

A FINE COLLECTION OF

JAPANESE EMBROIDERIES AND FINE ART CURIOS,

COMPRISING:

SILK EMBROIDERED WALL HANGINGS, DRAPERIES, KIMONOS and CUSHION COVERS, CUT VELVET and HAND PAINTED HANGINGS, RARE and ARTISTIC SATSUMA VASES, BOWLS and PLATES, GOLD CLOISONNE and BRONZE WARES, HANDSOMELY CARVED IVORY GROUPS and FIGURES, GOLD and SILVER INLAID DAMASCENE WARE, &c., &c., &c.

On view from Tuesday, the 4th December. Catalogues on application.

TERMS:—Cash on delivery.

GEO. P. LAMMERT,
Auctioneer.

Hongkong, 30th November, 1906. [1154

PUBLIC AUCTION.

THE Undersigned have received instructions from the Hon. Mr. E. A. HEWETT, to sell by PUBLIC AUCTION,

ON

THURSDAY,

the 6th December, 1906, at 2 P.M., within his residence, "Craig Ryrie," The Peak,

THE WHOLE OF HIS

VALUABLE HOUSEHOLD FURNITURE

THEREIN CONTAINED,

(All English, Shanghai and Local makes);

Comprising:—

TEAKWOOD WARDROBES with GLASS, OAK and MAHOGANY CHEST-OF-DRAWERS and CUPBOARDS, DRESSING TABLE with GLASS, TRUNKS, MARBLE-TOP WASHSTANDS, TOILET SETS, TEAKWOOD EXTENSION DINING TABLES with ROUND WOOD COVERS, DINING ROOM CHAIRS, GLASS and CROCKERY WARE, CANTON CARVED BLACKWOOD DESK, EASEL and TEAPOYS, BOOKCASE, CARD TABLES, RATTAN CHAIRS, TABLES and SOFAS, &c., &c., &c.;

ALSO

A large quantity of PLANTS in Pots;

AND

One GENT.'S BICYCLE.

Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 30th November, 1906. [1159

Notice of Firm.

WE beg to notify the public that we are carrying on business as COTTON AND YARN DEALERS at No. 32, BONHAM STRAND under the style of SANG CHEONG FAT, and that all contracts for Buying and/or Selling Cotton and/or Yarn and all other mercantile documents relating to the business of our firm must bear the Chop of our Firm and the Signature of one of the partners whose names are mentioned below, otherwise the firm will not be bound or incur any responsibility thereby.

HO FOOK otherwise HO CHAK-SANG.
HO KOM TONG „ HO TAI-SANG.
LO CHEUNG-SHIU „ LO SAI-KI.

Hongkong, 30th November, 1906. [1152

Consignees.

S.S. "POLYNESIEN."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s. *Malapan* and *Cordonan*, from Havre ex s.s. *Malapan*, and from Bordeaux ex s.s. *Ville de Marseille*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 2 P.M. TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 3rd December, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 3rd December, or they will not be recognised.

All damaged packages will be examined on MONDAY, the 3rd December, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, 27th November, 1906. [11

FROM NEW YORK, ADEN AND SINGAPORE.

THE H. A. L. Steamship

"NUBIA,"

Captain Habel, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th December, 1906, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd proximo, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 27th November, 1906. [1141

Consignees.

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM MIDDLESBORO', HAMBURG, ANTWERP AND LONDON.

THE Steamship

"MONTGOMERYSHIRE,"

Captain P. Gibson, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th proximo will be subject to rent.

All broken, chafed and damaged goods are to be left in the Godowns where they will be examined on the 6th proximo at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN, TOMES & Co.,
Agents.

Hongkong, 30th November, 1906. [1153

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM MIDDLESBORO', LONDON AND ANTWERP.

THE Steamship

"CARDIGANSHIRE,"

Captain W. T. Hall, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd December will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd December, at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN, TOMES & Co.,
Agents.

Hongkong, 26th November, 1906. [1143

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"DELHI,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed *at their risk* in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From London, &c., *ex* S.S. *Victoria.*

From Australia, *ex* S.S. *Britannia.*

From Persian Gulf, *ex* B.I.S.N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 6th proximo, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 29th November, 1906. [4

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"NAMUR,"

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed *at their risk* in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 30th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 24th November, 1906. [4

AN AUTUMN EVENING.

The fruits are gathered, and the garnered fields
Lie bare and rifled to the sinking sun;
The long glad labour of the year is done,
Crowned by the increase that the warm earth yields.
The sun his sceptre now no longer wields,
Slowly the blue is shadowed o'er by dun,
The mist grows ghostly w'ere the bid'ikets run
And, slowly spreading, all the landscape shields.
So, mantling up her face, the close-veiled earth
Waits for the coming of the winter's breath,
Hope in her heart for that recurrent birth
That makes a sleep of her approaching death.
Her labour done, she winter's best obeys,
To wake again beyond the frozen days.

—*Pall Mall Gazette.*

THE CHEKIANG RAILWAY.

The ceremony of cutting the first sod of the Chekiang Railway took place at Chiangkan on the 14th ultimo and several congratulatory speeches were made by high officials and gentry of Hangchow to celebrate the occasion, a large gathering of officials, gentry and commonalty being present. The opening speech was made by H.E. Liu Chengtsao, Vice-Director-General of the Chekiang Railway, the gist of which was to the effect that in the autumn of 1905, just a year from the day, an Imperial escript was issued granting the privilege of constructing the Chekiang Railway to merchants, this being evidently the desire of the people of Chekiang province. In spite of obstructions from without and stabs in the dark from within the scheme progressed until perseverance and energy crowned the work of those in charge with success, so that they were enabled on this day to gather together and witness the opening of the work on the proposed railway. This success was due also in a great part to the firm support of the high authorities, supplemented by the protection loyally extended by the prefects and district magistrates, through whose respective jurisdictions the proposed Railway is to run, and the sympathy of the patriarchs and elders of the towns and villages with the movement. It now depended upon the efforts and diligence of the constructing staff and Directors of the Company to push matters to their successful termination, and the glory of such success belonged not only to the constructing staff but also to all connected with this grand scheme, from the highest to the lowest.

The next speech was that of Marquis Jui Hsun, the Tartar General of Hangchow, which was read out aloud by the acting Prefect of Hangchow, His Honour Sao To, who is a Tartar Bannerman of that city. The speech ran somewhat as follows:—To-day is the opening day of the work on the Railway whose lines are to cover the whole of Chekiang province, and I feel honoured to be invited by you gentlemen to be present on a glorious occasion like this. The control of the Hangchow Railway was at one time taken out of your hands, but fortunately your patriotism enabled you to fight for your rights and you laboured so successfully that you have got back the control of the proposed road and in two years' time have raised the necessary funds to engage engineers to survey the proposed line and purchase the land needed for it. You have laboured well and have, moreover, outlived jealousy and the malice of enemies; and so successfuly that you are now enabled to select this day to inaugurate the construction of your railway. When in due time this province is covered north, east and west by a network of railways you all may well look to this day as the foundation stone of your patriotic achievements. But you are aware that in all things perseverance is the most important attribute to be desired. Things are easily started, but difficult to bring to a conclusion. It is therefore to be earnestly hoped that all of you who are working for the welfare of the railway must do so diligently and resolutely conquer all obstacles and difficulties lying in your way to a successful termination of your aims. Do not look for near gains: strive for the ultimate goal.

The sooner you finish your railway for all Chekiang, the sooner will you be able to transport hither and thither the products of the whole province, and the sooner will the gentry and people of all Chekiang reap the benefits and advantages afforded them by their railway. I, indeed, look forward earnestly for the consummation of all your desires.

The third speech was that of H. E. Lu Yuanting, ex-Governor of Kiangsu, a leading member of the gentry of Hangchow. A retired Hanlin, Mr. Shang-Peh-chun, read out His Excellency's speech, which was as follows:—The subject of constructing a railway in our province of Chekiang was broached six or seven years ago. By the grace of the Throne we were enabled in the 7th moon of last year to obtain their Majesties' sanction that the construction of railways in Chekiang province be given to the merchants of the country, their Excellencies T'ang Shou-chan and Liu Ching-tsao being appointed Director-General and Vice-Director-General respectively of the proposed railway. The question of railways is a most important one as it affects the welfare of each province; so that when the Imperial permission was obtained by the people of the provinces of Kiangsi, Anhui, Fukien, and Kwangtung to be allowed to construct their own railways Chekiang obtained the same privilege. The people of Chekiang and their children and descendants should remember this, that they owe their railway and we, the people of Chekiang, also—to their Excellencies T'ang Shou-chan and Liu Ching-tsao; for these gentlemen have worked hard and travelled to and fro incessantly to gain this object and we people of Chekiang are grateful to them therefore. On this eventful occasion of the inauguration of work on the Chekiang Railway, we, members of the gentry, present, beg leave as representatives of the people of the whole province of Chekiang to give thanks to their Majesties for the Imperial sympathy with our work, and to thank their Excellencies Tang Shou-chan and Liu Ching-tsao for their efforts in bringing matters to such a successful point.

The last speech was by H.E. Tang Shou-chan, the Director-General of the proposed railway. He thanked all present for coming and giving encouragement to the workers by their sympathy. The contemplated railway would be about 3,000 li in length; there was little level ground, but a good deal of elevated country through which the proposed railway would run—a most difficult task; but he looked to the enthusiasm, patriotism and energy of all to accomplish the work, for all natives of Chekiang owed a duty to their province and to themselves to work loyally to the end. The speaker ended his speech by thanking their Majesties for the gracious protection granted them; the officials for their powerful assistance, and the patriarchs and elders of the province for the sympathy and encouragement of the scheme.

H.E. Chang Tseng-yang, the Governor of the province, also had a speech read out on the occasion, the gist of which was similar to that of the Tartar General.—*N. C. D. News.*

Intimations.

THE TRUTH ALWAYS.

"When you are in doubt tell the truth." It was an experienced old diplomatist who said this to a beginner in the work. It may pass in some things, but not in business. Fraud and deception are often profitable so long as concealed; yet detection is certain sooner or later; then comes the smash-up and the punishment. The best and safest way is to tell the truth all the time. Thus you make friends that stick by you, and a reputation that is always worth twenty shillings to the pound everywhere your goods are offered for sale. We are able modestly to affirm, that it is on this basis that the world-wide popularity of

'WAMPOLE'S PREPARATION

rests. The people have discovered that this medicine is exactly what it is said to be, and that it does what we have always declared it will do. Its nature also has been frankly made known. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. A combination of supreme excellence and medicinal merit. Nothing has been so successful in Anemia, Scrofula, Bronchitis, Influenza, Loss of Flesh and Wasting Diseases, Weakness and Low Nervous Tone, and all complaints caused by Impure Blood. Dr. Austin D. Irvine, of Canada, says: "I have used it in cases where cod liver oil was indicated but could not be taken by the patient, and the results following were very gratifying." It is effective from the first dose and agrees with the most sensitive and nervous stomachs. It cannot deceive or disappoint you, and comes to the rescue of those who have received no benefit from any other treatment. It stands for the medicinal triumphs of the age. "Watch carefully against imitations." Sold by chemists throughout the world. 10

WANTED.

SITUATION wanted by a PORTUGUESE SENIOR CLERK, Mercantile Firm preferred. Good references and experience.

Apply to—

"Y."
C/o This Paper.

Hongkong, 29th November, 1906. [1156

SITUATION WANTED.

A LADY STENOGRAPHER and TYPIST (English), at present in Japan, desires a position in a China Port. Salary required $175. 5 years' experience.

Copies of Testimonials and Reference open to inspection at the Office of this Paper.

Apply to—

"K. G."
C/o *The Hongkong Telegraph.*

Hongkong, 20th November, 1906. [1116

THE WINE GROWERS SUPPLY CO.

BARRETTO & Co.,

General Agents, Hongkong.

WHITE WINES.

Graves ..... $7.00 Per Dozen Quarts.

BOTTLED BY

JULES MERMAN & CIE, BORDEAUX.

Graves ..... $10.00 Per Dozen Quarts.

Sauternes ..... 10.00 „ „

Chateau d'Arche 20.00 „ „

BOTTLED BY

EMMEL, DESPUJOL FILS & PICQ,

BORDEAUX.

Barsac ..... $14.00 Per Dozen Quarts.

Sauternes ..... 20.00 „ „

Chateau Guiraud 29.00 „ „

BARRETTO & Co.,
Agents,
Nos. 22 & 24, Bank Buildings,
Queen's Road Central.

Hongkong, 28th November, 1906. [50

NOTICE.

All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

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The postage on the weekly issue to any part of the world is 50 cents per quarter.

Single Copies, Daily, ten cents: Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, SATURDAY, DECEMBER 1, 1906.

THE PIOUS ST. ANDREW.

Yesterday, the 30th of November, was, as as every person of education and discernment should know and appreciate, the feast-day of the pious Saint Andrew, Patron Saint of Scotland and all the Scots. As far as our limited knowledge of the good Saint goes, we can only recall the fact that he was really an Irishman, who was born during the latter half of the 9th Century, and migrated to Scotland, where he began and ended his life of proselytism. That the Scots adopted St. Andrew and subsequently made him their Patron Saint, shows that he must have been a very proper and popular kind of priest; but the adoption of St. Andrew by the Scots, was only, after all, a kind o' tit-for-tat for the adoption by the Irish of St. Patrick, who, for his part, was a Scotchman from Kilmarnock, the inference being that what Scotland lost in one way, she gained in another. St. Andrew moreover had not that gruesome habit peculiar to St. Patrick, of chasing snakes about the country of his adoption. From this we might very appropriately draw some inference as to the superiority of Scotch whisky for Irish immigrants, over Irish whisky for Scotch visitors,—but we refrain. St. Andrew is represented in art as a very venerable man with flowing white locks and beard, holding the gospel in his hand, and leaning upon a transverse cross. This portrayal of the the Scottish Saint is, however, we think wrong, and causes him to be confused with that St. Andrew, one of the Apostles, who was subsequently crucified. In bonnie Scotland we believe, the feast of St. Andrew is not kept with that vigorous regard, which has been paid to it in the East during the greater part of a century. The pursuit of the veritable Andruvian cult seems to have originated with that picked band of Scotchmen, who, in common with their English and Irish brethern, left their native land to serve under the *aegis* of old "John Company," in that golden and bejewelled chartered territory which has since become British India. In those days it was the custom in India,—for want of a better or more fittingly opportune occasion upon which the exiled Scot might meet his brother-Scot,—to make St. Andrew's feast the signal for a general gathering of the Clans, when the Macintosh might commune with the McTavish, and the McPherson with both, and all,—with the moderate means for feasting and merrymaking that they had, in those days of limitations, at their disposal, might toast the memory of their pious Patron Saint,—and each other,—until the opportunity should come round again the next year for doing the same thing again. This fine old custom has, in the course of nearly half a century, so ripened and spread, that from Aden to Yokohama, and from Vladivostock to Invercargill, (N.Z.) the time honoured Saint-day has become the synonym for one of jovial junketing and open hospitality, such as only the Scot knows how to lavish upon his bretheren and his friends when he sets himself the task of entertaining them. It has been prophesied that when some intrepid explorer shall finally succeed in reaching the North Pole, he will find sitting astride it a Scotchman, who will naturally have "got there first!" We sincerely hope that the intrepid explorer aforesaid may be lucky enough to make his appearance at the Pole on a 30th of November, for should this be the case, he will inevitably meet with a welcome so warm, that the ice in those parts will melt for miles in every direction. The Scotchmen who have come before us into the East, and who, thank Heaven, still continue to come, have in the majority of cases, proved themselves by their successes in finance, in commerce, and in Society, to be able to walk in advance of their less long-headed, more conservative and slower English and Irish brothers, and if these virtues be in any way due to the guiding influence of their Patron Saint, then, let us, we suggest, lend St. George and St. Patrick temporarily, say, to our Colonials, and enlist ourselves under the blue banner which bears the transverse white cross of pious St Andrew.

LOCAL AND GENERAL.

Two coolies were arrested by a *lukong* from No. 2 Police Station yesterday afternoon, for affixing a poster on the walls of the Naval Yard without permission. The poster in question related to a concert. They were placed before Mr. F. A. Hazeland, to-day, at the Police Court, and were each fined $3.

LEAVE of absence to England on private affairs has been granted to Lieutenant K. W. Smith, Royal Garrison Artillery, from 21st December, 1906, to 20th June, 1907. Station leave of absence has also been granted to Captain Adjutant J. S. Cunningham, 3rd Middlesex Regiment, from 3rd December to 10th December, 1906.

A GREAT sensation was caused in New York by the publication in the *World* of a long detailed statement purporting to prove that Mrs. Baker Eddy, the founder of the Christian Scientists, is dying from cancer, that she is virtually controlled by Mr. Footman, the secretary, and is impersonated in the public streets by another woman. The *World* wants to know how the immense sums of money accumulated by Mrs. Eddy, whose income is estimated at £200,000 yearly, has been spent.

A COOLIE was arrested in Bowen Road by the Wanchai Police at about half-past eleven o'clock last night carrying a chopper, which the police say was to be used for unlawful purposes. He was arraigned before Mr. F. A. Hazeland, at the Police Court, on a charge of carrying dangerous weapons, this morning, and the case was remanded. The police say that yesterday was a Chinese festival and that many women went to Bowen Road to worship. Last year a robbery occurred there, and they are of opinion that accused's intention was robbery when he went out with the chopper.

"No Native Sharebrokers admitted," is the intimation prominently presented to the eyes of any of that description who wish to gain an enirance into the office of a large mercantile office in Calcutta. The assistants, in their customary morning devotions, always pray "Lead us not into temptation, but deliver us from the evil one," and the above notice is looked upon by them as a direct answer to their petitions. The native sharebrokers as a class are of the most trustworthy description, says *Capital*, but as in other share markets of the world there are a few land-sharks who prowl about any offices into which they can sneak to try and trap the inexperienced and unwary youngster into time bargains. To deal with these sharks is like playing against loaded dice. With these cunning ones it is always a game of "heads I win, tails you lose." Hence the altogether wise and protective notification above referred to.

ST. ANDREW'S BALL.

A BRILLIANT FUNCTION.

The 30th November is for all Scotchmen a great day, but particularly is it a great day for those Scots who have left the bonnie "Land of Cakes" to sojourn in the East, even from Bombay to Yokohama.

In Scotland the New Year is *the* day of the three hundred and sixty-five which is most observed, but in India and the farther East, St. Andrew's day has, for some unwritten reason, perhaps from long custom, come to be recognised as the day of all others, upon which Scots may meet their brother Scots, when all social distinctions are cast aside, all differences buried, and when all the clans become as one great and undivided clan to celebrate the feast of their Patron Saint, and entertain their Sassenach friends in a way that only the hospitable warm-hearted Scot knows how to do.

Other societies there are that entertain or not as the fit seizes them, in a languidly "al fresco" "kindly-help-yourself-to-whisky" sort of style, but for sheer downright entertainment give, a give us the Scot. Having arranged his finances, he literally deluges the whole of the respectable world with cards, and when the willing guest has once entered his hospitable portals, he is pounced upon, and for one night at least, becomes the property of pious St. Andrew and his merry Scotsmen. One is the veritable "Aunt Sally" of their hospitality. Each Scot vies with his fellow to bowl their guest over with meat, drink and excitement; and if he rises, the next morning the victim of a bad head, he is thoroughly prepared to go and do the same thing again on the 4th,—should occasion offer.

We have never met a tired-looking St. Andrew's guest on the 4th of November yet, who did not look anxiously forward to tasting Scotch hospitality—and other things—a year later.

Last night's Ball was in no respect less successful than its brilliant predecessors.

From the time one arrived outside the ball-rooms, where Chief Hough and his ushers received their guests, till the last ricksha creeked and groaned its weary way homeward,—which, by the way, was somewhere in the neighbourhood of 7 a.m to-day—not a dull moment was spent.

Many of the ladies' dresses were beautiful, but, as we do not possess a "Madge" upon our staff, we regret that we are unable to describe them.

The ball-rooms, however, what with the colours of the ball-gowns, the gold-laced uniforms of Army and Naval officers, and the kilts of many of the Scotchmen, gave the appearance of a human kaleidoscope. Though the rooms were rather too small for the large number of dancers present, we noticed no undue crowding, couples who had finished half their waltz, unselfishly sitting out the other half in order to let their less fortunate fellows take a turn.

At precisely 11 o'clock a movement was made in the direction of the theatre, where supper was to be served in two relays.

Piper Robertson headed the procession, with his pipes in full blast, and followed by Chief Hough with Lady Piggott upon his arm. Then came the guests of honour who were to sit, as pre-arranged, at the President's table, and then the hosts and guests of the first relay.

In the supper room the scene was a brilliant one, and one could hardly hear oneself talk for the sounds of the knives and forks, and the general laughter and jollity called forth by the spontaneous happiness of the occasion. The saddle of mutton and the turkey were dreams of fatness and tenderness, and only a "Chef" like him of the King Edward could have turned out in Hongkong such a "foie-gras en aspic;" but when Piper Robertson played in that "Great Chieftain o' the Pudden Race," the *Haggis*, borne round the room on the shoulders of two braw kilted laddies, the enthusiasm reached its height.

Everybody being helped to a portion of the "Pudden," the customary dram of whisky was served round to wash it down; and after a short interval Chief Hough, rising, asked for silence, and addressed those present as follows:—Ladies and Gentlemen, I ask you to kindly bear with me for a few minutes while I briefly preface the important toast it is the wish of the Members of this Society I should propose. The high and exalted position my fellow-countrymen have placed me in to-night recalls my early service days, years ago, when I was present at a similar although much smaller gathering, presided over by the then commanding officer of that gallant Cavalry Regiment so dear to every Scotman's heart, the "Greys," and at which a toast to the Regiment was proposed, when it was mentioned that although the Regiment was numerically designated the Second Dragoons they proudly bore emblazoned on their Banner the Motto "Second to None." It is world's history how they have borne themselves up to their motto. Ladies and Gentlemen, succeeding generations of Scotsmen located in Hongkong have long adopted that motto and have always claimed and still claim that they are second to none in loyal allegiance to our well beloved Ruler. Scotsmen, I ask you and our guests here, to-night to support me in *maintaining that high ideal* of loyalty by drinking a bumper in honour of the toast I have risen to propose, which is,—The Duke of Rothesay, the Lord of the Isles, and Grand Steward of Scotland, the First and greatest of Scotland's Chiefs. May long life and the best of health be vouchsafed to him and may he be long spared to guide our destinies. Brother Scots, Ladies and Gentlemen His most Excellent Majesty the King!

This eloquent and powerful speech of the President's called forth a burst of patriotic enthusiasm, such as we have seldom witnessed in our lives, Scots, Englishmen, Irishmen, Colonials and Foreigners alike, seemed to be taken with a fit of frenzied patriotism and it was some moments before the assembly could be brought to order again.

The toast "To the memory of pious St Andrew" was then drunk, as is usual on these occasions, in silence, and this done, the Chairman again rose and said:—Scotsmen, to-day it has been my duty as your Chosen Chief to send and receive on your behalf whatever messages of fraternal goodwill may have been transmitted between our Scottish friends, near and far, and this Society, communications received being usually read out at this banquet. I cannot proceed with that part of my duties without expressing the deep regret of every member and guest also, at the absence from our gathering of His Excellency Sir Matthew Nathan. We one and all deeply regret the accident His Excellency met with; we deplore the fact that it should have laid him low and express the earnest hope that he may be soon restored to robust health when we shall again have him with us, participating in our enjoyments, and taking the kindly interest he has always done in our fortunes and misfortunes alike. I am sure it would be against His Excellency's wish were I to dwell upon this subject, but I will take care later on that he is informed of the many feelings of prof und sympathy that I have heard given expression to to-night. I now proceed to read out the telegrams received. Loud applause again greeted the President, who proceeded to read the telegrams which had been exchanged with St. Andrew's Societies in other ports, and an adjournment was then made back to the ball-room where to the strains of the excellent Band of the 3rd Middlesex, dancing was vigorously continued till the wee small hours of the morning.

With the sole exception that, perhaps owing to the hard times we are going through, one did not notice so many beautiful ball-gowns, among the ladies, as in former years, the ball was a most unqualified success, and Hongkong Society remains the debtor, to St. Andrew and his devoted disciples for another charmingly hospitable night.

SHANGHAI DOCK AND ENGINEERING CO., LTD.

THE PROPOSED WHARF COMPANY.

The following circular has been issued to the shareholders of the Shanghai Dock and Engineering Company, Ltd.:—

Shanghai, 24th November, 1906.

To the Shareholders,
Shanghai Dock and Engineering Co., Limited, Shanghai.

Dear Sir (or Madam),

In his speech at the extraordinary general meeting of the Shanghai Dock and Engineering Co., Mr. Taylor stated that the committee there appointed would, at the confirmatory meeting, report to you—

1st.—Whether the estimates and expenditure were within the mark.

2nd.—Whether the profits expected are likely to be realised.

3rd.—If the debenture money was likely to be forthcoming.

The committee are of opinion that the storage space of 2,700,000 cubic feet at the Old Dock and 3,600,000 cubic feet at the Pootung property (making in all a very large storage capacity) will be ample for all requirements to start business, and have ascertained that the estimates of Tls. 400,000 for building godowns with machinery for lifts, electric lights, rails trucks, etc., and Tls. 600,000 for similar purposes at Pootung, are confirmed by architects and engineers.

The Old Dock is intended for the discharge of lighters only and a system of cranes will be used for the rapid despatch of lighters both in discharging and loading. It is proposed that cargo be discharged wholly into the ground floor, which will be utilised as transit space, and taken to any floor of the 4-storied godowns by means of cranes or lifts inside the building. This will obviate the necessity of coolies carrying cargo up and down steps and be the means of saving a great deal of time in handling, as well as reducing materially the cost of labour, which is by far the heaviest item in the working of a wharf. The fast discharge of lighters whereby they will be handed back to owners without delay will be the means of attracting a large amount of business especially from steamers discharging at Woosung.

All godowns will be built well above flood level and as it is proposed that all cargo on storage will be placed on the first and upper floors, the risk of flood to cargo on storage will be absolutely eliminated. The Old Dock is particularly well situated for the delivery of cargo, mainly on account of its close proximity to the Settlement, whilst it has a long frontage on Broadway, and the Keecheong Road runs the whole breadth of the property. Should it be found that the space is more than enough for requirements a part of the Broadway frontage could be utilised for shops and quite an addition to the income of this property be assured, provided that fire insurance requirements can be complied with. Whether it is expedient to fill in part of the Dock, leaving a waterway for lighters, or fill it in entirely to be covered by godowns, leaving the lighter to be discharged on frontage and on dock sills is a matter for further consideration, but in any event the expense is covered by the figures quoted.

The system of godowns at Pootung will be *much on the same lines as at the Old Dock*, the 4-storied godowns running practically the whole length of the wharf thereby reducing the distance from ship to godown to a minimum. The cargo will be distributed over the floors of these godowns by cranes or lifts. These cranes could be worked in the centre of the floors and carrying on each floor would also be much reduced. The whole of the wharves and godowns will be lighted entirely by electricity and in the event of busy times night work could be carried on with every degree of safety. A chief factor at this Pootung property will be to do away with the present out-of-date system of discharging coal into baskets to be carried by bamboo coolies some long distance. It is proposed to run light trucks from vessels' side to the piles in open storage; the trucks to be lifted into and out of the hold by steamer and placed on the bogie to be run away. This will be a saving of much labour, and it is anticipated that the extra despatch given will influence support from agents of coal steamers.

The frontage at Pootung will take three of the largest ocean steamers alongside and the storage capacity there can be more than doubled should the requirements of the business necessitate it.

A number of Chinese houses which are included in the purchase of the Pootung property will materially add to the facilities for obtaining labour to work at the wharves and godowns, and should render the Company practically independent of labour from the Shanghai side.

Inquiries show that fire insurance risk will be accepted at the same rates as are current for all other godowns at Pootung.

Time.—The architects estimate that both properties can be earning money within eighteen months from date of starting building operations.

Earnings.—The welfare of a Wharf Company must depend entirely on the number of steamers that come alongside, and although it is impossible (especially before the Company has been floated) to give an idea of the support that will be forthcoming, the committee feel assured that with efficient and up-to-date management there will be little to fear on this account. Half the committee are identified with large steamers and others similarly interested maintain a very sympathetic attitude towards the scheme.

The total godown space on the two properties (taking cargo as stored 9 feet high only) has been given as 6,300,000 cubic feet and the average rate of storage is at least 1½ tael cents per cubic foot. It is considered that a conservative estimate on the average will be that half this space is always occupied and if the rate is also reduced by half (viz., three-quarters of 1 cent per foot) the annual income would be Tls. 283,500, more than sufficient for a

10 per cent dividend on shares	1,380,000	= Tls. 138,000
and 7 per cent interest on Debentures	1,210,000	= 85,400
		Tls. 223,400
Leaving a balance of		60,100
		Tls. 283,500

which could be utilised for depreciation and if considered necessary the reduction of the debenture issue or the formation of Reserve Fund.

No notice is taken in these figures of the open-air storage, such as old iron and coal, and it is found the dues paid by vessels for wharf age, storing and delivering pay the working and other expenses of a wharf. The estimated earnings have been worked out in quite a different manner and also show a satisfactory result. The last time a public Wharf Company showed a working account was at the end of the year 19 0, when the gross receipts were just 8 lakhs and net earnings were just 4 lakhs (since then storage rates have increased very considerably, but it is thought advisable to work on the old and lower figure). The New Company should be in a position to save 2½ per cent. on the management expenses and fully 7½ per cent. by up-to-date appliances for handling cargo. Assuming, therefore, that this New Company only earns one-half of the Public Wharf Company's earning of 1900, above referred to, viz. Tls. 400,000, it is estimated that 60 per cent. (or 240,000 taels) would be at the directors' disposal for distribution. It is also estimated that as the Company's property will be concentrated on two spots and not scattered in different parts of the river a saving will be effected in wages for superintendence.

During the last 10 years the import trade of Shanghai has more than doubled as shown by statistics published by the Imperial Maritime Customs, and there is no reason to suppose that this rate of progress will not be maintained. On this expansion of trade as well as on the foregoing facts the committee base their opinion that the scheme if carried out, will be a success.

Debentures:—The time since the last meeting has been too short to definitely arrange this matter, but negotiations are proceeding and the committee hope for a satisfactory result.—Yours faithfully,

A. M. MARSHALL.
L. BRIDOU.
C. R. BURKILL.
HARRY DE GRAY.
W. H. BARHAM.

THE BRITISH FLEET.

AT MANILA.

The *Cablenews*, of 27th ult., says:—The fleet of Admiral Moore dropped anchor in the Bay late last evening, too late for the ceremonies of the occasion. The British tars came ashore and paraded up the Escolta, escorted by the American Marine band to Hotel France and the Victoria Restaurant where they repaired to the Orpheum Theatre.

The failure of the British fleet to put in an appearance yesterday had the effect of delaying the programme arranged for a day. To-day the programme planned for yesterday will be given with just as much gusto.

The British fleet to-day will salute the port with a full salute of twenty-one guns, Fort Santiago answering in kind. American flagship *West Virginia* will reply with fifteen guns in honour of Vice-Admiral Moore. This salute will be returned gun for gun by the British flagship *King Alfred*.

Official calls and visits between Admiral Moore, Governor General Smith, Major General Wood and Admiral Brownson will follow the salutes.

General shore leave will be granted in the afternoon and the car ride will begin at 4 p.m. as scheduled, with the banquet and show in the evening.

Admiral Brownson will dine Admiral Moore on the flagship *West Virginia* Wednesday evening, and on Thursday evening the crew of the *Pennsylvania* will give a minstrel show which had been planned for Christmas but was advanced a month for the benefit of the visitors.

The Flagship *West Virginia* will chaperon the flagship *King Alfred*, the *Maryland* will pair with the *Diadem*, the *Monmouth* is to be under the protecting wing of the *Pennsylvania*, and the *Astraea* will be shipmated with the *Colorado*.

TELEGRAM.

"HONGKONG TELEGRAPH" SERVICE.

RETROCESSION OF NEWCHWANG.

TERMINATION OF MILITARY ADMINISTRATION.

[*From Our Own Correspondent.*]

Shanghai, 1st December, 1.15 p.m.

Negotiations for the retrocession of Newchwang have been concluded.

The Japanese Military Administration of the district terminates to-day.

TURF TOPICS.

ST. ANDREW'S STAKES.

The St. Andrew's Stakes was run off this morning at the Happy Valley race-course. The attendance was very poor, due no doubt to the bad effects of St. Champagne. Contrary to expectations only eight ponies faced the starter, Mr. H. P. White, whose own pony, No. 19, proved an easy winner, thanks to the starting. The other ponies and riders were as follows:—Mr. W. J. Gresson on No. 5, Mr. C. G. Mackie on No. 39, Mr. W. J. Clarke on No. 37, and numbers 4, 41, 10, and 44 were ridden by native riders. The first saddling bell was rung punctually at seven o'clock, and by seven-thirty the riders were on the way to the post. The starting was unhappy, to say the least of it. After about five false starts in which the ponies were away fairly level, the red flag was dropped to absolutely the most ragged start that could have happened. No. 19 had at least five lengths the best of the field, and was never headed, winning very easily, the second pony running him to a length on sufferance only. Mr. Jupp's pony, No. 44, with a native rider up, had his head turned the wrong way when the flag dropped, and not until the others were well over the Black Rock did he commence to move. The St. Andrew's Stakes of 1906 therefore was a fiasco pure and simple. The time taken to negotiate the distance—half a mile—was 1 min. 2 4/5 sec.

THE WEEK'S WORK.

This week's work on the turf proved more active than the two preceding ones. A good many of the subscription griffins were put to hard work, the majority giving their owners great satisfaction. One thing that appealed to me during my visits to the course is the conspicuous absence of the "man behind the watch," and I have naturally jumped to the conclusion that the time is as yet not ripe for these worthy "sports" to set to work.

The best moving ponies this week was Mr. H. N. Mody's No. 2, Dr. J. P. Jordan's, Mr. G. C. Moxon's, Mr. Marshal.'s black and Hon. Mr. W. J. Gresson's two Derby ponies, which arrived in the Colony but a few days ago. These two griffins—a bay and a dark grey—were sent over the quarter-mile distance together. Both animals have a very pretty style of moving, but the grey, especially, has a more taking style. Mr. G. K. Hall-Brutton's and Mr. J. Gray Scott's ponies I have not seen on the course for a while, and on inquiries being made by your humble servant I was given to understand that they received their medicine at night. Mr. Murray Stewart's animal has a fair style of moving, but as a judge of horseflesh he appears to me to be too much tucked up and lacking in flesh. The two Derby griffins of Mr. T. F. Hough, which arrived from Shanghai some days ago per steamship *Hangsang*, I had the pleasure of seeing in going form the other morning. One of the ponies is absolutely in the rough, while the other appears to have done some work in Shanghai before. I have also not seen Mr. Williams's flyer on the course lately. Some evil-disposed person said he was a "gonner," a vulgar race-track term, but the truth of the matter is that the pony in being "physicked." Major Parker and Mr. C. G. Mackie's steel grey griffin is improving very much since last I saw him, a fact which should please the owners. Mr. Ellis Kadoorie's griffin, No. 23 an animal which is not at all bad looking, was put over a mile the other morning. According to my "ticker" the distance was dropped behind in 2 min. 21 sec., last quarter 34 seconds. This performance was done on the grass course.

A TURF ENTHUSIAST.

EWO DIVIDEND.

Messrs. E. S. Kadoorie and Company inform us that they are in receipt of telegraphic advices from Shanghai, informing them that the Ewo Cotton Spinning and Weaving Co. has declared a dividend of Tls. 10 per share. The transfer books of the Company will be closed from December 10th.

SHIPPING AND MAILS.

MAILS DUE.

Indian (*Catherine Apcar*) 3rd inst.
German (*Bulow*) 3rd inst., p m.
German (*Prinz Eitel Friedrich*) 4th inst.
Indian (*Namsang*) 5th inst.
American (*Hongkong Maru*) 9th inst.
Indian (*Kumsang*) 14th inst.

The I. C. S. N. Co.'s s.s. *Namsang* from Calcutta and the Straits left Singapore for this port on 30th ult., at 4 p.m.

The Java-China-Japan Line s.s. *Tjiledoe* left Kobe for this port on 21st ult., and may be expected here on 9th inst.

The N. Y. K. s.s. *Shinano Maru* American Line left Shanghai for this port on 29th ult., and is expected here on 2nd inst.

The I. C. S. N. Co.'s s.s. *Kumsang* left Calcutta for this port via the Straits on 20th ult., and may be expected here on 14th inst.

The Imperial German Mail s.s. *Prinz Eitel Friedrich*, carrying the German Mails with dates from Berlin of the 5th ult., left Singapore on 30th ult., at 8 a.m., and may be expected here on 4th inst., p.m.

TELEGRAMS.

[*Reuter's.*]

The Morocco Question.

LONDON, 29th November.

The French squadron has not yet quitted the Toulon Roads, having been recalled by signals from the shore at the last moment on account of a telegram following upon the late Cabinet meeting. It is believed that the delay is owing to the absence of communications with Spain, where the Ministry, which has been hotly attacked for its aggressive policy in Morocco, has resigned.

Later.

The Japanese in California.

The report of Mr. Metcalf, the special commissioner, appointed to inquire into the Japanese grievance in San Francisco, has been submitted to President Roosevelt.

The report intimates that California will not brook any Federal interference, and will not yield on the school question.

The Government, recognising its helplessness, is much embarrassed.

[A Tokyo dispatch states that the instructions by the Government on the 14th November to Viscount Aoki, Japanese Ambassador at Washington, in regard to the San Francisco anti-Japanese agitation have not yet been presented to the U.S. Government. Viscount Aoki is awaiting a favourable opportunity for presenting those instructions, President Roosevelt being at present away from Washington.

On his return from Panama, President Roosevelt will receive the report of Mr. Metcalf, and the action to be taken by the U.S. Government will be decided on. Negotiations will then be opened between the Japanese Ambassador and the U.S. Government, and it is believed that Viscount Aoki will, on the opening of this conference, present the instructions he has received from the Tokyo Government. —Ed., *H.K. T.*]

The Congo Free State.

A great debate has taken place in the Belgian Chamber, on the Congo Free State, arising largely from the British animadversions on the rule of King Leopold.

The Premier intimated that the annexation of the Free State by Belgium, was the ultimate solution of the question.

MACAO NOTES.

CHINESE MEDICAL PRACTITIONERS.

[*From Our Own Correspondent.*]

Macao, 29th November.

The members of the Chinese guild of medical practitioners here assembled at the office of the Procurator of Chinese Affairs and appealed to this official to be exempted from the payment of a tax imposed upon them by the Department of Finance, designated an "Industrial Licence." The grounds upon which they base their petition are as follows:—

(1) That hitherto they have not been taxed with any fee whatever for carrying on their profession; (2) That they are persons of very limited means, so that the imposition of the tax will cause them hardship; (3) That by the laws of the country they have no legal right to claim or demand any consultation fee from their patients or for anything done in connection with their practice; (4) That during the plague epidemics they had voluntarily offered and gratuitously rendered their services to the Chinese Hospital and had performed there the work of a lazaretto.

The Procurator, in view of these circumstances, promised that representations shall be made for the favourable consideration of the authorities and added that he will exert all his efforts to obtain for them the relief they seek.

STREET LIGHTING.

After repeated futile attempts and months of delay most of the streets here have at last been lighted with the electric lamps for the past few nights, but there is still much to be denied. The installations to private residences have given somewhat fair results though there are no signs yet of the arc lamps along the Praya Grande beyond the iron posts and wires. The menacing dangers of the uncovered wires fixed to low walls and posts are causing much apprehension as a casualty attended with loss of life on account of contact with the wire, when the current is turned on, has already occurred here some time ago.

THE HARBOUR MASTER.

The King of Portugal has promoted Captain of the Fleet, Albano Alves Branco, our distinguished Harbour Master, to be a Rear-Admiral, and this gentleman will proceed shortly to Lisbon to assume the post of director-in-chief of the Royal Naval College.

CLAIMANTS WANTED.

OVERCOATS FOUND BY THE POLICE.

While Police-constable 74 Cooper was on duty in Queen's Road West, near the International Hotel, at about six o'clock this morning, he saw a coolie making in the direction of Taiping-shan with a bundle of clothing under his arm.

"Here," said the constable, approaching the coolie. "Stop!"

But the coolie started to run. The officer gave chase and captured the man before he disappeared into a side lane.

"What have you got there?" he asked, pointing to the bundle.

"Nothing," replied the coolie calmly.

He was asked to open the bundle, which he did, revealing two brand new overcoats of a dark texture and a pair of American brown boots.

"I see," the policeman remarked, "you have just returned from St. Andrew's Ball."

The coolie said he had not been within 100 yards of the City Hall.

"Then come with me to the Central Station," put in the constable, invitingly.

On arrival the coolie declared that he picked the bundle up on the *Shun Lee's* wharf. Inspector Smith examined the overcoats and found a mark on one, which was as follows:—"J. G. C. Erber—Hamburg." The coolie, who had a previous conviction, he being found on the roof of Queen's Building at three o'clock in the morning not many weeks ago, was placed before Mr. F. A. Hazeland, this morning, at the Police Court, on a charge of unlawful possession. The defendant informed the court that he wanted to go and call somebody who could speak on his behalf. Lukong 299 was despatched with him. When the coolie got on the Praya, near the *Shun Lee's* wharf, he seized the lukong by the queue and jumping into the harbour pulled the lukong in with him. The policeman struggled with the man in the water and after a time succeeded in getting him ashore, with the overcoats in a terrible condition. He was promptly returned to the Magistracy and the case was remanded, his Worship giving the police instructions to see the secretary of the St. Andrew's Society with a view to getting claimants for the goods found in defendant's possession.

THE SHANGHAI INTERNATIONAL WALK.

THE ENGLISH TEAM VICTORIOUS.

Once again the International Walking Match excited keenest interest and yesterday morning, says the *Shanghai Times* of 26th November, a large throng of spectators gathered at the corner of Carter and Avenue Roads to watch the start of the six teams and individual walkers.

The walk itself did not attract as many competitors as last year when there were 46. Training all round, though, was perhaps keener and, for obvious reasons, the principal competitors kept their training news to themselves, the interest taken by the public of Shanghai was intense. Many enthusiasts followed the walkers in every description of vehicle from motor cars to cycles and even jinricshas, and many were mounted on ponies.

The start was made at 8.03 a.m. in a miserable drizzle of rain, and the roads were all squelchy with mud. The greater part of Avenue Road was lined right from the start with spectators and all the principal corners were gay with excited traffic. The motors were perhaps less obstrusive this year and their help was considerably appreciated by the walkers in many instances. It may be said in praise of the sportsmanlike carefulness of the public that the walkers were given a very clear course, although at the Brenan Road corner a restive pony nearly backed into a bunch of walkers, and a thick-headed mafoo got in the way with a phaeton.

The course throughout was flagged by Doctors Fresson and Keylock, with the assistance of several members of the Light Horse.

Mr. W. J. B. Carter very kindly lent his house to the Committee and members of the teams and their friends.

Only six national teams entered this year viz:—English, French, Scotch, Portuguese Irish and Austro-Hungarian. There were no Norwegian, German, Danish or Dutch teams, and conspicuous by their absence once more were any teams representing America or the British Colonies.

Ten men entered for the individual prizes and the best showing was made by a youth of only some fourteen or fifteen summers, who came in sixth, with G. A. Turner some three minutes behind him.

There were only twelve reserve men entered, and out of these no less than seven men scratched, viz:—C. Diniz (Portuguese), B. C. Thompson (English), M. Gibson (Irish), C. Berthel, G. M. Berthel F. Schramek and P. Flic (Austro Hungarians), E. Cons, French Reserve, was called upon to walk for the French team in line of P. Servanin, who was laid up with a sprained ankle.

Only one man scratched in the Individual contest—Mr. F. Martin. There were thus only thirty-seven starters out of forty-six entrants.

At eight and a half minutes past a.m. the starter, Mr. S. W. Pratt, gave the word "go" and Webb set the pace with Marges in hot pursuit, both going at a tremendous rate with Young following up, and the remainder all bunched together. Entering the Jessfield Road Webb still led with Young in second place and Marges third.

About 8.16 a.m. Webb and Marges were sighted coming for the Brenan and Jessfield Road corner. Webb, the Englishman, and a very hot favourite, rounded the corner two lengths ahead of Marges, both going with great swing. Higgins, Irish, was next about five minutes behind as third. Webb's and Marges' time for the distance was 14 min. 14 3/5 secs. Higgins' time was 19 min. 26 2/5 secs. Next to come along were Featherstonhaugh, English, and J. W. Cameron, Scotch. The former going very easily indeed. Then came Young, Irish, Aissel, individual, C. Collaco, Portuguese, W. L. Gerrard English, the latter ninth man. Maguire, Irish, and T. Wade, individual, followed strung out, as also were the following: T. L. Wade, individual, Lucas, French, G. Blum, French, G. A. Turner, individual, and J. O'Toole Irish, the latter two looking very fit. Some distance behind came H. Cumming, indiv., V. Teste, M. J. Collaco, Portuguese, A. R. Moores, English, F. M. Almeida, Portuguese, W. A. Roberts, Scotch, F. Fischer, Aust-Hung, C. H. Sopher, individual. Then about a minute behind were E. Cons, French, and C. Mills, Scotch, together; F. D. Guedes, Portuguese, and P. Lavelle, individual, together; J. H. Collignon, indiv, and C. Chicken also together, Strung out well came A. Collaco, indiv., R. W. MacCabe, indiv., B. Greiner, Austro-Hung., and P. Veit, Austro-Hung. A minute behind these the rear was brought up by A. S. Remedios, indiv., E. Almeida, indiv., and last H. Burda, Austro-Hungarian.

Pacemakers were allowed to join in at this point.

At Brenan and Rubicon corner Marges had a lead of six yards from Webb, with Higgins in third place labouring in the very heavy mud most sadly. It may be mentioned here that the whole road from the entrance to Brenan Road and all the way along to the beginning of Route Pichon was a horrible sticky quagmire and frightfully heavy for walking. The order after Higgins, was Featherstonhaugh, J. W. Cameron, Young, Gerrard, Tissel, T. Wade, J. B. Lucas, Maguire and C. Collaco.

A large crowd had assembled by about 9 a.m. at the Hungjao and French Siccawei Road corner and about 10.03 a.m. in the distance Webb, Marges and Featherstonhaugh were seen coming at a rattling pace. Webb rounded the corner, looking none the worse for his tramp, slightly ahead of Marges by about 20 yards, with Featherstonhaugh close up. Then nearly two minutes after came Cameron with Gerrard about a minute behind. Next came Lucas, Turner, Tissel and T. Wade with O'Toole a long way behind. Blum, Moores and Young came together with C. Collaco and Maguire also together about twenty yards behind. The last man passing Nanyang at 10.16 a.m.

Entering the Route Pichon and nearing the Say Zoong stables Featherstonhaugh went up to second place with Marges leading and Webb dropping back into third place and two lengths behind. Cameron was still sticking to fourth place with Gerrard coming up well to him on the hard ground. Marges was showing signs of exhaustion here. A plucky youngster, T. Wade, had now come up into sixth place and looked the fittest of the lot. Turner followed him as seventh man and going in great form with Lucas close on his heels but looking very much the worse for wear.

Here all pacemakers had to drop out and leave the men to proceed alone down the Avenue Paul Brunat, through the Route des Soeurs and Yates, Weihaiwei and Mohawk Roads to the finish on the Race Course.

The last stage of all was on the grass track in front of the Grand Stand where the crowd was so great in spite of the weather, that the rails on both sides of the grass course in front of the Race Club's enclosure were packed with people. The Grand Stand was also thick with onlookers, and excellent as the arrangements were, people had to scramble for places from which they could view the arrival of the winners.

About 10.47 a.m. a great shout and cheers went up for the first man on the green, and to the astonishment of not a few it proved to be Featherstonhaugh, English, who had snatched the lead from Marges and was pedalling away as if it was no trouble at all. He was greeted by tremendous cheers and passed the post a winner in the excellent time of 2 hours 44 min. for the whole course of 17.7 miles.

Marges, French, was next and he also came in for hearty cheering. He looked completely done up. Then came Webb, English, not looking too well on the hot pace he had made with Marges. Next in was Gerrard who was also met with rousing cheers and applause. This looked all over a win for the English team, and all eyes were anxiously looking for and awaiting the arrival of the fourth Englishman, and hopes began to sink when J. W. Cameron, Scotch, T. Wade, individual, E. A. Turner, individual, and J. B. Lucas, French, turned up in the order named. Then, at last, along trudged the much wanted man A. R. Moores, English, and this gave the English team a solid victory as only two of the French had arrived home. It was now that excitement ran high as to which team would obtain second place. J. O'Toole was the first Irishman in and Maguire next, Young having thrown up the sponge in the Hungjao Road, the Irish team were thus disqualified.

The Portuguese team then equalised with the French with Mr. J. and C. Colloco, who walked in step together as if on the march. The nineteenth man Almeida made the Portuguese team one ahead of the French, but Blum walked in soon after and E. Cons came soon after giving the French team second place. W. A. Roberts was the second man in for the Scotch team as 9th with Mills 15th and Chicken 19th giving them third position for team prizes.

In regard to the walk being such a success one must not forget the indefatigable Hon. Secretary, Mr. W. J. Turnbull, who has worked hard almost night and day to bring the walk to the brilliant success it was yesterday and he will no doubt feel considerably gratified at the satisfaction expressed by all for the really thoughtful and complete arrangements made for witnesses to this now popular annual event. Dr. Keylock, Dr. Fresson, Dr. S. W. Pratt and all the linesmen, together with the Judges and Referees did splendid work while the walk was in progress and contributed their quota in getting everything off without a hitch. Mr. Jackson of the Horse Bazaar was here, there and everywhere, providing refreshments to those pedestrians who were in distress and his kindness was greatly appreciated. The Race Club also did their share by kindly granting the use of the grand stand and enclosure.

At the conclusion the prizes were presented upon the lawn, to the successful competitors. The presentation was made most gracefully by Mrs. H. Keswick, wife of our chairman of Municipal Council, after which the lady was presented with a very handsome bouquet of flowers, and three rousing cheers for Mrs. Keswick were most heartily given, winding up with the inevitable "tiger." The Committee have not yet decided upon the veteran's prize, but the juvenile prize went to young J. T. Wade.

The following is the official list as the men were timed in:—

	Hours.	Min.	Sec.
1—W. S. Featherstonhaugh Eng.	2	44	0-3/5
2—C. Marges Fr.	2.	45	9-3/5
3—N. Webb Eng.	2	47	45-4/5
4—W. L. Gerrard Eng.	2.	48	43-2/5
5—J. W. Cameron Scotch	2.	50	05
6—T. Wade indiv.	2.	52	30-1/5
7—G. A. Turner indiv.	2.	55	24-1/5
8—J. B. Lucas French	2.	57	55
9—A. R. Moores English	2.	58	55-1/5
10—T. L. Wade indiv.	3.	00	54-1/5
11—J. O'Toole Irish	3.	01	41
12—W. A. Roberts Scotch	3.	01	24
13—C. Maguire Irish	3	01	29-3/5
14—A. Collaco indiv.	3.	02	07-2/5
15—W. Tessel indiv.	3.	03	08-3/5
16—M. J. Collaco Portuguese	3.	03	42-1/5
17—C. Collaco Portuguese	3	03	42-1/5
18—V. Teste indiv.	3.	04	15-2/5
19—F. M. Almeida Portuguese	3.	04	43-1/5
20—G. Blum French	3.	07	29-2/5
21—C. Mills Scotch	3.	09	25-2/5
22—E. Cons French	3.	10	45-4/5
23—F. D. Guedes Portuguese	3.	11	17-1/5
24—R. W. McCabe Irish	3.	12	15
25—B. Greiner Austro-Hung	3.	12	29
26—C. Chicken Scotch	3.	12	31-2/5

Time limit three hours and three quarters. This was not approached, the walk considering the nature of the ground being done in particularly good time.

The competition for team prizes worked out as follows:—

					points.
1—English	1	3	4	9	—17
2—French	2	6	14	16	—38
3—Scotch	5	9	15	19	—48

Portuguese...11 12 13 17—53

The following composed the winning teams:—

1st—ENGLISH

Messrs. W. S. Featherstonhaugh, N. Webb, W. L. Gerrard and A. R. Moores.

2nd—FRENCH

Messrs. C. Marges, J. B. Lucas, G. Blum and E. Cons.

3rd—SCOTCH

Messrs. J. W. Cameron, W. A. Roberts, C. Mills and C. Chicken.

The first twenty men to received individual prizes and their order can be seen by the official time list of the finishes.

ALLEGED OPIUM DUMPING.

THE BITER BIT.

Yesterday afternoon the excise-officers of the Opium Farmer, by virtue of a warrant, raided a certain house in Des Vœux Road Central, where they had learned illicit opium was secreted, and having searched the house from top to bottom, without result, they asked the man who had accompanied them over the house for the master of the establishment in question.

The worthy guide replied that he would go and find the house-holder, but after a few minutes of absence, returned, saying that he regretted to inform the excise-officers that his master had been called away upon important business.

The officers then proceeded back to the Central Police Station, where they arrived just in the nick of time, to overhear a glib-tongued Chinaman reporting to the inspector on duty that some evil-disposed person or persons had, with felonious intent, deposited opium in a house in Des Vœux Central, and the number of the house he mentioned coincided exactly with the house they had just visited and left empty-handed.

The informer was thereupon invited by the police to tarry with them awhile, and so give himself an opportunity of thinking matters over, and deciding if he had not made some slight error in conveying his original information to the inspector.

Upon further mature reflection, this man decided that he would prefer to amend his original statement, and ultimately made a confession to the effect that, the gentleman who had at first so kindly received the visiting excise-officers, and acted as guide, philosopher and friend to them, and who had subsequently so eagerly sought for, and been unable to find, the master of the suspected house, was none other than the worthy house-holder himself.

From the history which was then unrolled by the informer, it appeared that, when the bland house-holder volunteered to go and look for himself, he had the illicit opium concealed about his person, and when he went downstairs, gave the opium to a friend, asking him to oblige him by going to the Police Station, and notifying the gullable officers there that illicit opium had been dumped by some evil-disposed person or persons in his house, in the telling which tarradiddle the unfortunate friend was enmeshed and bagged.

Having got all the necessary information out of this innocent, the police released him with a warning not to do his friends' dirty work again, and immediately thereafter, the householder and another *foki* were arrested, and being accommodated with free apartments during the long watches of the night, were introduced this morning to Mr. C. A. D Melbourne, when that gentleman cordially invited them to contribute to the revenue of the Colony the sums of $10 and $2 respectively.

COMMERCIAL.

WEEKLY SHARE REPORT.

Reviewing the share business for the week, Messrs. E. S. Kadoorie & Co. write on the 30th ult:—There has been a little more activity in the market and a fair business has been done, especially in Indo-Chinas with the Northern Port.

Banks.—Hongkong and Shanghai Banks have been sold at $805 at which rate they close weak. The London quotation is £93 1cs. 0d. Nationals are unchanged.

Marine Insurances.—Unions, after offering for some time at $770, have changed hands at $762½. Yangtszes have declined to $160. Cantons are steady at $300.

Fire Insurances.—China Fires have sellers at $95 and a small lot has been fixed at $94. Hongkong Fires are firm and sales have been reported at $335, the stock closing in demand at this figure.

Shipping.—Hongkong, Canton and Macao Steamboats are offering at $27½. Shell Transports can be had at 31 s. Indo-Chinas have advanced to $80 after sales at $79½. Star Ferries have buyers at $16 and $17½ for the old and new shares respectively.

Refineries.—China Sugars are quoted at $141. Luzons are unchanged. Perak Sugars have advanced to Tls. 90. In the report of the directors of this company for the 13 months ending August 31st, 1906, just issued to shareholders, the profit and loss account, after allowing for interest on debentures, and the managers commission of 2½% on the working account balance, shows a credit balance of Tls. 36,935.24, which the directors propose to divide as follows:—To pay a dividend of 8%=Tls. 4, per share, absorbing Tls. 28,000, and to carry forward the balance of Tls. 8,935.24.

Mining.—Chinese Engineerings have been dealt in to a fair extent at $14½. There are buyers at Tls. 10½ in the North.

Docks, Wharves and Godowns.—Kowloon Wharfs have improved to $90, at which rate they are in demand. Hongkong & Whampoa Docks are offering at $150. Shanghai Docks have fluctuated between Tls. 107 and Tls. 105, and there are buyers at the latter price. At the meeting held on Tuesday, the 27th instant, to confirm the resolutions passed at a former meeting for the formation of a new Wharf & Godown Co., to acquire certain portions of the Shanghai Dock Co.'s property, the resolutions were carried, 23,238 shares voting for, and 2,723 shares against. Hongkew Wharfs are slightly better and have been sold in the North at Tls. 228. Vulcan Ironworks are quoted Tls. 560 sellers.

Lands, Hotels and Buildings.—Hongkong Lands improved to $105 in the early part of the week, but at the close reacted to $104, at which rate shares can be placed. Humphreys Estates are obtainable at $11½. Hongkong Hotels are unchanged.

Cotton Mills.—Ewos have advanced to Tls. 79, at which rate they are offering. Internationals have improved to Tls. 65. Loau Kung Mows and Soc chees are in demand at Tls. 90 and Tls. 330 respectively.

Miscellaneous.—China Providents have changed hands at $9½ and $9.15, closing with buyers at the latter figure. Green Island Cements are wanted at $19½. Hongkong Electrics are inquired for at $15. Ropes can be placed at $22. Langkats have not changed and are quoted at Tls. 237½. Sumatras have sellers at Tls. 90. Steam Waterboats have found buyers at $7½. Watsons have been sold at $11.60 ex the dividend of 40 cents per share paid on the 28th inst., and there are further buyers at $11½.

YARN MARKET.

In their report dated 30th instant, Messrs. Phirozsha B. Petit & Co. write:—Our last report was dated the 16th inst., the eve of the termination of the second of the concessions granted to dealers by importers whereby sales on the part of the latter were absolutely suspended for the three months previously. As predicted, upon the re-opening of the market on the morning of the 18th inst. brokers displayed unwonted activity in behalf of their constituents—the importers—almost all of whom had placed instructions with their intermediaries with a view of quitting their holdings. With a knowledge of the depleted condition of the purses of most dealers, importers, though eager sellers, would only sell to firms of substantial means capable of taking immediate delivery so as to enable the maximum advantage to be taken of the comparatively higher exchange ruling at the moment. Under the circumstance and with the limitations placed upon the brokers, it is conceivable that sales reported are practically *nil*.

The anticipation of a brisk demand upon resumption of business has, unfortunately, not been realised owing to the continuance of harvest operations in some of the consuming districts and the failure of the rice crop in others. Business has also been checked by the conspicuous absence of yarn speculators. The only operators at present are genuine buyers from whom the element of speculation is wholly eliminated.

Since the issue of our circular of 24th August last prices show a heavy decline. In No. 10s. the quotation has receded from $12 to $18 per bale, while in No. 20s. the drop has been one of from $8 to $12. The reported sales are confined to selected threads only.

In the absence of any actual transaction it is difficult to establish absolutely accurate quotations of various threads; those stated in this circular must be considered more or less nominal, since no business has taken place at the respective figures mentioned.

In our opinion there appears to be no local factor capable of bringing about a material amelioration in the deadlock in the market caused by the severe reverses to practically all the leading yarn merchants in the Colony. Bombay can, however, come to local dealers' salvation if only mill-owners will arrive at a common understanding to work short time and, consequently, considerably reduce their combined output for, say, a period of at least six months when the glutted condition of the China market will have had time to absorb the major portion of the over-supply wherewith it has been surfeited as a result of the over-speculation that had been indulged in for some time. With a curtailment of supply from India there should be some hope of prices regaining their former high level when the worst of the crisis is tided over.

The Market closes quiet.

Arrivals:—Per steamers *Gregory Apcar*, *Sutsang* and *Laisang* (from Calcutta), and steamers *Devanha*, *Franz Ferdinand*, *Colombo Maru*, and *Delhi* (from Bombay) of about 10,000 bales for this port.

Shipments.—To Shanghai and other ports about 2,000 bales.

Uncleared Stock.—About 37,000 bales.

Unsold Stock.—About 110,000 bales.

Exchange:—We quote, to-day, as under:—

India	T. T.	at	Rs.	168½ per cent.
"	Demand	"	"	169 "
London	T. T.	"	Sh.	2.3½d.=$.
"	Demand	"	"	2.3 5/16d.=$
Shanghai		"	Tls.	72½=$100.
Silver		"		32 ⅞d. per oz.

TO-DAY'S EXCHANGE.

Selling.

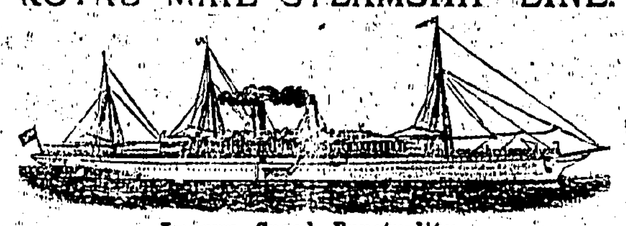
London—Bank T.T.	2/3 3/16
Do. demand	2/3½
Do. 4 months' sight	2/3 11/16
France—Bank T.T.	2.86
America—Bank T.T.	55
Germany—Bank T.T.	2.32
India T.T.	168½
Do. demand	168¾
Shanghai—Bank T.T.	72½
Singapore T.T.	2½% prem
Japan—Bank T.T.	111½
Java—Bank T.T.	137

Buying.

4 months' sight L/C.	2/3⅜
6 months' sight L/C.	2/4 1/16
30 days' sight San Francisco & New York	56
4 months' sight do.	56½
30 days' sight Sydney and Melbourne	2.4½
4 months' sight France	2.91
6 months' sight "	2.92½
4 months' sight Germany	2.38
Bar Silver	32
Bank of England rate	6%
Sovereign	8.77

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.

11 Days YOKOHAMA TO VANCOUVER. 18 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS. *(Subject to Alteration).*

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPRESS OF JAPAN"	6,000	THURSDAY, December 20th	January 7th
"TARTAR"	4,425	WEDNESDAY, January 9th	February 2nd
"EMPRESS OF CHINA"	6,000	THURSDAY, January 17th	February 4th
"MONTEAGLE"	6,163	WEDNESDAY, January 23rd	February 16th
"EMPRESS OF INDIA"	6,000	THURSDAY, February 14th	March 4th
"ATHENIAN"	3,882	WEDNESDAY, February 20th	March 16th

"EMPRESS" steamers will depart from Hongkong at 4 P.M.
Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and Quebec with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22½ days, from YOKOHAMA, and 29½ days from HONGKONG.

Hongkong to London, 1st Class.....*via* St. Lawrence £60. *Via* New York £62.
Hongkong to London, Intermediate on Steamers, and 1st Class on Railways " £40. " £42.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. W. CRADDOCK, Acting General Agent,
Hongkong, 30th November, 1906. *Corner Pedder Street and Praya.* [13

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
SHANGHAI VIA SWATOW	*ESANG* †	SUNDAY, 2nd Dec., Daylight.
SHANGHAI	*WINGSANG* †	MONDAY, 3rd Dec., 4 P.M.
S'GAPORE, PENANG & CALCUTTA	*LAISANG* *	TUESDAY, 4th Dec., 3 P.M.
SHANGHAI	*HANGSANG* †	WEDNESDAY, 5th Dec., D'light.

† Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtsze Ports.

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 1st December, 1906. [6

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS.	TO SAIL.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TSIN AN" * ‡	3rd December.
MANILA	"TAMING" *	4th "
SHANGHAI	"LIANGCHOW" †	4th "
SHANGHAI	"HANGCHOW" †	5th "
SHANGHAI	"NANCHANG" †	6th "
YOKOHAMA and KOBE	"CHANGSHA"	13th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

† Taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 1st December, 1906. [9

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—**Surgeon and Stewardess** carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 8th Dec., at Noon.
KUBI	2540	R. Almond	"	SATURDAY, 15th Dec., at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 30th November, 1906. [7

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast).

Steamship ..... About

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 22nd November, 1906. [8

Shipping—Steamers.

HAMBURG-AMERIKA LINIE.

PASSENGER SERVICE.

BY the new steamers "RHENANIA," "HAMBURG," and "HOHENSTAUFEN." These steamers offer to the public the highest comfort yet attained in ocean travelling. They are especially built for the tropics with very large well ventilated cabins, amidship, lighted throughout by electricity, fans provided in each cabin. The berths are not arranged one above the other as it has been the fashion hitherto, but the staterooms closely resemble ordinary sleeping rooms on shore, the berths standing like beds at either side of the cabins. As a novelty, a number of cabins are provided for single passengers. These steamers call at NAPLES and PLYMOUTH. In addition to the above steamers, the s.s. "SILESIA" and "SCANDIA" carry first class passengers. Return Tickets issued at reduced Rates, throughtickets issued to NEW YORK via NAPLES, SOUTHAMPTON and HAMBURG.

NEXT SAILINGS FROM HONGKONG.

Outward.

FOR SHANGHAI, KOBE AND YOKOHAMA.
HOHENSTAUFEN ... 3rd December.
AMBRIA ..... 5th December.
SPEZIA ..... 15th December.
SAMBIA ..... 29th December.
SILESIA ..... 2nd January.
SCANDIA ..... 1st February.
HABSBURG ..... 3rd March.
RHENANIA ..... 1st April.
FOR SHANGHAI & CHINKIANG.
KOWLOON..... 5th Dec., 4 P.M.
FOR CALCUTTA.
ARCADIA ..... 7th December.

Homeward.

FOR THE STRAITS, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, PLYMOUTH, HAVRE AND HAMBURG.
SITHONIA ..... 3rd December.
RHENANIA ..... 14th December.
C. FERD. LAEISZ ... 23rd December.
ANDALUSIA ..... 3rd January.
HOHENSTAUFEN ... 11th January.
SPEZIA ..... 25th January.
SILESIA ..... 8th February.
SCANDIA ..... 22nd March.
HABSBURG ..... 5th April.

Hongkong, 30th November, 1906. [1138

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON AND ANTWERP.

THE Steamship

"GLENAVON,"

Captain Woolfenden, will be despatched as above, on FRIDAY, 7th December, 1906.

For Freight, apply to
McGREGOR BROS. & GOW.

Hongkong, 22nd November, 1906. [1125

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between HONGKONG, SALINA CRUZ, CALLAO and IQUIQUE, VIA JAPAN PORTS. Will be sent to VALPARAISO if sufficient inducement.

THE Steamship

"KASATO MARU," 6,000 tons.

Captain W. C. T. S. Filmer, will be despatched as above, middle of December.

Taking Freight and Passengers to other Western Coast Ports of South America.

The above Steamer has splendid Accommodation and is fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For further information, apply to
K. MATSDA,
Manager,
York Building.

Hongkong, 14th November, 1906. [848

Intimations.

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS,
GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG,
SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES,
&c., &c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUER SCOTCH WHISKY, &c.
EVERY KIND OF
SHIP'S STORES AND REQUISITES ALWAYS IN STOCK
AT
REASONABLE PRICES.

Hongkong, 7th March, 1905. [51

THE NEW FRENCH REMEDY
TRADE THERAPION MARK

This successful and highly popular remedy, used in the Continental Hospitals by Ricord, Rostan, Jobert, Valpeau and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1 is a remarkably short time, often a few days only, removes all discharges from the urinary organs, effectually superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 2 for impurity of the blood, scurvy, pimples, spots, blotches, pains and swellings of the joints, secondary symptoms, gout, rheumatism, and all diseases for which it has been too much a fashion to employ mercury, sarsaparilla, &c., to the destruction of sufferers' teeth and ruin of health. This preparation purifies the whole system through the blood, and thoroughly eliminates every poisonous matter from the body.

THERAPION No. 3 for nervous exhaustion, impaired vitality, sleeplessness, and all the distressing consequences of early error, excess, residence in hot, unhealthy climates, &c. It possesses surprising power in restoring strength and vigor to the debilitated.

THERAPION is sold by the principal Chemists and Merchants throughout the world. Price in England 2/9 & 4/6. In ordering, state which of the three numbers is required, and observe above Trade Mark, which is a fac-simile of word "THERAPION" as it appears on the British Government Stamp (in white letters on a red ground) affixed to every package by order of His Majesty's Hon. Commissioners, and without which it is a forgery.

Sold by all Chemists. [Q

For Sale.

TUBORG BEER.

A FIRST Class PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE $10.50 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents:—
SIEMSSEN & CO.

Hongkong, 10th January 1902. [62

A BROKEN-DOWN SYSTEM.

This is a condition (or disease) to which doctors give many names, but which few of them really understand. It is simply weakness—a break-down, as it were, of the vital forces that sustain the system. No matter what may be its causes (for they are almost numberless), its symptoms are much the same; the more prominent being sleeplessness, sense of prostration or weariness, depression of spirits and want of energy for all the ordinary affairs of life. Now, what alone is absolutely essential in all such cases is *increased vitality*—vigour—

VITAL STRENGTH & ENERGY

to throw off these morbid feelings, and experience proves that as night succeeds the day this may be more certainly secured by a course of the celebrated life-reviving tonic

THERAPION No. 3

than by any other known combination. So surely as it is taken in accordance with the printed directions accompanying it, will the shattered health be restored,

THE EXPIRING LAMP OF LIFE LIGHTED UP AFRESH,

and a new existence imparted in place of what had so lately seemed worn-out, "used up," and valueless. This wonderful restorative is purely vegetable and innocuous, is agreeable to the taste—suitable for all constitutions and conditions, in either sex; and it is difficult to imagine a case of disease or derangement, whose main features are those of debility, that will not be speedily and permanently benefited by this never-failing recuperative essence, which is destined to cast into oblivion everything that had preceded it for this wide-spread and numerous class of human ailments.

THERAPION is sold by the principal Chemists throughout the world. Price in England 2/9 and 4/6. Purchasers should see that the word "THERAPION" appears on British Government Stamp (in white letters on a red ground) affixed to every package by order of His Majesty's Hon. Commissioners, and without which it is a forgery.

Sold by all Chemists. [Q

THE HONGKONG STUDIO,

HIGHER CLASS PHOTOGRAPHER,
41 & 43, QUEEN'S ROAD CENTRAL,
TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE

Hongkong, 16th September, 1906. [66

JUST UNPACKED.

A CONSIGNMENT OF THE WELL-KNOWN PLASMON BISCUITS.

THEY contain 20 % of Plasmon and are more easily digested and afford greater nourishment and sustenance than any other. Plasmon raises the actual flesh forming value of food to a high and trustworthy degree. An essential food for those who abstain from meat. They are made in three varieties:—

Sweet, Plain, (Unsweetened) Wholemeal.

H. RUTTONJEE,
Hongkong and Kowloon.

Hongkong, 12th June, 1906. [64

Ships Passed The Canal.

3rd November—*Gneisenau, Bingo Maru, Polynesien, Kanagawa Maru.* 6th November—*Ambria, China. Hohenstaufen, Cyclops.* 10th November—*Machaon, Nubia, Oceanien, Ping Suey, Slavonia.* 13th November—*Benclauch, Suevia, Benavon, Sophie Rickmers, Christiania, Indrasamha, Prinz Eitel Friedrich.* 17th November—*Achilles, Glenlochy, Indramayo, Kintuch, Palermo, Yarra, Wakasa Maru, Radnorshire, Kawachi Maru, Sikh, Prins Ludwig.* 20th November—*Bangloe, Silesia,* (Aus.) *Awaji Maru, Carnarvon, Senegambia, Rastera.* 24th November—*Benlawers, Borneo, Kouang Si, Moyune, Patroclus, Tourane, Ervoll, Caesar, Longsor.* 27th November—*Bhnarty, Calchas, Glenesk, Manila, Seydlitz.* 30th November—*Candia, Salazie, Hakata Maru, Awa Maru.*

Arrivals at Home—3rd November—*Prinz Heinrich, Saxonia.* 6th November—*Peleus, John Hardie.* 10th Nov.—*Gneisenau.* 13th November—*Atholl, Fosley, Telamon, Oceana, Albenga, Spoitra.* 17th November—*Helvetia, Oceanien, Scandia.* 20th November—*Cyclops, Machaon, Bingo Maru.* 24th November—*Prinz Ludwig, Kawachi Maru.* 27th November—*Radnorshire, Tourane.* 30th November—*Silesia,* (Aus.)

HONGKONG AVERAGE MARKET PRICES.

Corrected 29th November, 100 cts. per $ Mex.

BUTCHER MEAT.

		Cents.
Beef sirloin & prime cut—Mei Lung Pa	℔	20
" Corned—Ham Ngau Yuk	"	20
" Roast—Shiu " "	"	20
" Breast—Ngau Lam	"	15
" Soup, Tong Yuk	"	15
" Steak—Ngau Yuk Pa	"	20
" " Sirloin—Ngau Lau	"	30
" Sausages,—Ngau Yuk Chaung	"	26
Bullock's Brains— " Know	per set	10
" Tongue fresh—Ngau Li	each	50
" " corned—Ham Ngau Li	"	55
" Head—Ngau Tau	"	80
" Heart—Ngau Sum	per ℔	12
" Hump, Salt—Ngau Kin	"	20
" Feet—Ngau Kerk	each	7
" Kidneys—Ngau Yiu	"	10
Tail—Ngau Mei	"	17
" Liver—Ngau Con	℔	12
" Tripe (undressed)—Ngau To	"	7
Calves' Head and Feet—Ngau-chai-tau-kook	set	1.00
Mutton Chop—Yeung Pai Kwat	℔	24
" Leg—Yeung Pei	"	24
" Shoulder—Yeung Shau	"	20
Pigs' Chitlings—Chi cheong	"	24
" Brains—Chi Know	per set	2
" Feet—Chi Kerk	"	12
" Fry—Chi Chak	"	12
" Head—Chi Tau	"	12
" Heart—Chi Sum	each	9
" Kidneys—Chi Yiu	pair	8
" Liver—Chi Kon	℔	28
Pork, Chop—Chi Pai Kwat	"	21
" Corned—Ham Chu Yuk	"	—
" Leg—Chu Pei	"	22
" Fat or Lard—Chu Yau	"	16
Sheeps' Head and Feet—Yeung Tau Keok	set	60
" Heart—Yeung Sum	each	6
" Kidneys—Yeung Yiu	"	10
" Liver—Yeung Con	℔	24
Sucking Pigs, To Order—Chu Chai	"	—
Suet, Beef—Sang Ngau Yau	"	16
" Mutton—Sang Yeung Yau	"	24
Veal—Ngau Chai Yuk	"	20
" Sausages—Ngau Chai Yuk Tong	"	20

POULTRY.

Chicken—Kai Chai	℔	26
Capons, Large, Small—Sin Kai	"	30
Ducks—Ap	"	24
Doves—Pan Kau	each	16
Eggs, Hen—Kai Tan	per doz.	20
Fowls, Canton—Kai	℔	28
" Hainan—Hoi Nam Kai	"	24
Geese—Ngo	"	20
Geese, Wild Shanghai—Sheung Hoi Ye Ngo	pair	$
Musk Deer—Wong Keng	each	$
Hare—Tu Chai	"	50
Partridge—Che Khoo	"	60
Pheasant—Shan Kai	pair	1.50
Pigeons, Canton—Pak Kup	each	25
" Hoihow—Hoihow Pak Kup	"	20
Quail—Um-Chun	"	16
Rice Birds—Wo Fa Cheuk	dozen	—
Snipe—Sa Chui	each	20
Turkeys, Cock—Fo Kai Kung	"	60
" Hen— " " Na	"	45
Wild Ducks, Shanghai, Sui-ap	pair	
Teal, Shanghai, Sui Ap Chai	"	60
Wild Ducks Canton—Sang Shing Sui Ap	per pair	—

FISH.

Barbel—Ka Yu	℔	12
Bream—Biu Yu	"	11
Canton Fresh Water Fish—Hoi Sin Yu	"	13
Carp—Li Yu	"	16
Catfish—Chik Yu	"	10
Codfish—Mun Yu	"	11
Crabs—Hai	"	14
Cuttle Fish—Muk Yu	"	12
Dab—Sa Mang Yu	"	13
Dace—Wong Mei Lun	"	10
Dog Fish—Tit Tu Sa	"	8
Eels, Congor—Hai Man Yu	"	14
" Fresh water—Tam Sui Yu	"	24
" Yellow—Wong Sin	"	22
Frogs—Tien Kai	"	28
Garoupa—Sek Pan	"	48
Gudgeon—Pak Kup Yu	"	11
Herrings—Tso Pak	"	18
Halibut—Cheung Kwan Yu	"	22
Labrus—Wong Fa Yu	"	16
Loach—Wu Yu	"	18
Lobsters—Lung Ha	"	24
Mackerel—Chi Yu	"	12
Monk Fish—Mon Yu	"	20
Mullet—Chai Yu	"	16
Oysters—Sang Hoo	"	20
Parrotfish—Kai Kung Yu	"	15
Perch—Tau Loo	"	14
Pike—Fa Paw Poong	"	9
Plaice—Pan Yu	"	18
Pomfret, Black—Hak Chong	"	20
Pomfret, White—Pak Chong	"	24
Prawns—Ming Ha	"	48
Ray—Pei Pa Sa	"	8
Rock Fish—Sek Kau Kung	"	11
Roach—Chun Yu	"	24
Salmon, (Ch'on), fresh water—Ma Yau Yu	"	18
Shark—Sa Yu	℔	9
Skate—Po Yu	"	20
Shrimps—Ha	"	16
Snapper—Lap Yu	"	15
Soles—Tat Sa Yu	"	18
Tench—Wan Yu	"	15
Turbot—Cho How Yu	"	18
Turtles, small, fresh water—Keok Yu	"	50
White Bait—Ngan Yu Chai	"	—

FRUITS.

Almond—Hung Yan	℔	90
Apples, (California)—Kam San Ping Ko	"	24
" (Chefoo)—Tin Chun Ping Ko	"	—
" Small—Hoi Tong	"	—
" Custard—Fan Lai Chi	each	—
Bananas, fragrant, Canton—Sang Sheng Heung Chiu	℔	3
" (brides), Macao—San Heung Chiu	"	4
Chestnuts, Chinese—Foong Lut	"	12
Carambola—Yeung Tou	"	10
Cocoanuts—Yeh Tsz	each	10
Grapes—Sin Tai Tsz	℔	—
Lemons, China—Ning Moong	"	7
" Amer.—Kum San Ning Moong	"	7
Lichees, Dried—Lai Chi Con		45
" Fresh, Lai Chi		—
Limes, (Saigon)—Sai Kung Ning Moong	each	7
Mango, Manila—Lui Sung Mong		—
Mango, Saigon—Sai Kung Moong		—
Mangosteens, San Chuk Tsz	doz.	—
Oranges, (American)—Sang Sheng Tim Chang	℔	6
" Small—Tai Kut	catty	—
" Mandarin—Tim Kut		—
Olives—Pak Lam	℔	8
Passion Fruit	dozen	—
Pears, (American)—Kam San Shut Li	℔	—
" (Canton), Cooking—Sa Li	"	—
" (Shanghai)—Sheung Hoi Li	"	14
Peanuts,—Fa Sang		10
Persimmons Large,—Hung Chie		—
Pine-apples, 1st quality—Sheung Poon Ti Paw-law	each	—
" 2nd cocking—Chung-tang Paw-law	"	—
Platams—Tai Chen	℔	—
Plums, Swatow—Hung Lai		—
Pumelo, Siam—Chim Lo Yau	each	10
Walnuts, Hop Tou		15
" Green—Sang Hop Tuo		—

VEGETABLES, &c.

Artichokes, Shanghai,—Sheung Hoi Ah Chi Chauk	℔	8
Beans, (French) Macao—Oh Moon Pin Tau		14
Beans, (French), Shanghai—Sheung Hoi Pin Tau		12
Beans, Sprout—Ah Choi		4
Beans Long—Tau Kok		—
Beet Root—Hung Choi Tau	each	2
Brinjals, Green—Cheng Yuen Ker		4
Brinjals, Red—Hung Ker		4
Brassica—Pak Choi		4
Bamboo Shoots—Chook Shun		3
Cabbage, Chinese, com.—Kai Choy		4
Cabbage Root—Kai Lan Tau	each	2
Cabbage, (Shanghai)—Yeh Choi	"	10
Cane Shoots, bunch—Kau Shun	"	3
Cauliflower, Large size—Tai Yeh Choi Fa	each	32
Cauliflower, Medium size—Cheung Yeh Choi-fa	each	26
Cauliflower, Small size—Sai Yeh Choi-fa		22
Carrots—Kam Shun		7
Celery, Chinese—Tong Kan Choy		7
Celery, English—Yeung Kan Choi		6
Celery, White—Pak Yeung Kan Choi		—
Chilles Dried—Con Lat Chiu		10
" Red—Hung Fa	"	10
" Green—Cheng Lat Chiu	"	10
Curry Stuff, English—Ka Lee Choi Liu		—
Cucumbers—Cheng Kwa		1
Bitter Squash—Fu Kwa		5
Garlic—Suen Tau		10
Ginger, young—Sun Tsz Keung		7
" old—Lo Keung		7
Horse Radish, Shanghai—Lik Kan	℔	28
Indian Corn—Suk Mai	piece	—
Lettuce—Yeung Sang Choi	each	1
Water Chesnuts—Ma Tai	"	8
" Mandarin—Kwei Lum Ma Tai	"	—
Musk Melon		—
Mushrooms Fresh—Sang Cho Kho		60
Onions, Bombay—Yeung Chung Tau		6
" Green—Sang Chung		4
" S'hai—Sheung Hoi Chung Tau		5
" Japan—Yat Poon " "		—
Okroes—Mo Ker		—
Parsley, English—Yeung Un Sai	℔	$2.20
Gradus Pea		—
Green Peas—Cheng Tau		16
Potatoes, Sweet—Fan Shu		2
" Shanghai—Sheung Hoi Shu Tsai		5
" Japan—Yat Poon Shu Tsai		5
" American—Fa Ki " "		—
" Foochow—Fuk Chau Shu Tsai		—
" Macao—Oh Moon " "		—
Pumpkin—Toong Kwa		2
Radish—Hung Lo Pak Tsai	dozen	5
Rhubarb		—
Shalots—Con Chung Tau		12
Spinage (Chinese)—Paw Choi		5
Spinach—Yin Choi		—
Tomatoes—Fan Ker		7
Taros—Wu Tau		5
Turnips, Pun-ti (Long)—Low Pak		3
" English—Yeung Low Pak	piece	—
Vegetable Marrow—Chit Kwa		—
Water Cresses—Sai Yeung Choi		10
" Caltrops—Lan Kok	℔	—
" Lily Roots—Lin Ngau	"	—
Yams—Tai Shu		—

C. W. BRETT,
Inspector of Markets.

The prices necessarily vary from day to day, and the Sanitary Board has no power to compel stallholders to sell at the prices quoted.

G. A. WOODCOCK,
Secretary, Sanitary Board.

AFFECTATION OF AMERICAN WOMEN.

The Nuova Antologia of Rome prints an article from the pen of Amy Bernardy, professor of Italian at Smith College in Northampton, Mass., in which she makes reference to the alleged affectations of American women in the following terms:

"The great pity is that in America there are women of a certain type far too common, who boast that they are much more cultivated than the men, and impose upon others, because they have acquired a certain vague and superficial knowledge on a thousand subjects, so that they appear to be of marvellous versatility, when in fact they are scarcely educated. The English have invented a graphic phrase which I wish to use in this connection, 'to master the trick.' American women of this sort have 'mastered the trick' of appearing cultured. They are past masters in the act of making the gilded brick appear to be a cube of gold, so as to cheat others into the idea that the gold is genuine, like their diamonds, if they have any. They pose as intellectuals, and their supreme aspiration is to emancipate themselves from the superiority of the other sex, a superiority whose existence they deny. Thus America has a form of feminism, or rather agynocracy, which is really formidable. Its influence spreads from the fashions to religion from literature to social rule, from public opinion in some matters to public action in others. It is the women who initiate everything, who accomplish everything, who direct certain currents of thought, who wish to baptise warships with water instead of wine, and who try to cure their weakness of nerves by secret alcoholism. They have invented Christian Science, and they shriek at Roosevelt because he has given them a lesson or two which they well deserved because they have forgotten, in spite of their boasted culture, the axiom of Euripides, 'O woman, the best ornament of women is silence!'"

The writer says that the American woman prefers intellectual pursuits to flirtation, and reads more than the ordinary American man, although this feminine intellectualism is not elevating the standard of American literature. Thus:

"We must allow that the American woman is intelligent and devotes to the Metaphysical or Browning Club the hours a Parisian spends with a lover. There are more lettered women than lettered men in America. This, however, results in lowering the tone of American literature and art, the code of morality is thus strangely distorted, the current of public opinion made to run with grotesque uncertainty, and life in general becomes filled with the oddest inconsistencies."—Translation made for the *Literary Digest.*

"TONGUES OF FIRE."

SAD OUTBREAK OF RELIGIOUS MANIA.

Salem, Oct. 27.

What looks like the recrudescence of Holy Rollerism has reached its zenith in Salem. For several weeks, Rev. M. L. Ryan, pastor of the Pentecostal Mission, has been preparing for the coming of the "Tongues of Fire" from the Azusa Street Mission in Los Angeles. Preparatory to their coming he has worked himself and his congregation into a white heat of religious frenzy and for ten days has been healing the sick, casting out devils and baptising with the Holy Ghost. He has been preaching in unknown tongues.

Two frenzied workers have arrived from California and now a hundred or so Selem people of more or less illiteracy, have become hysterical, and an epidemic of erotic religion is expected to break out at any time. The new workers are a white woman and a mulatto girl and the mingling of the sexes and laying-on of hand by the sisters while they chant wild and weird melodies, seems to add to the potency of the spell they weave over their deluded followers.

Several men versed in languages were present last night and they say that the "tongues" were a medley of Chinese and Siwash for a large part and that a great deal of it were mere jargon. The few syllables that could be traced to Chink or Chinook were disconnected and conveyed no meaning.

They now claim they have the power to raise the dead, and the excitement they are creating in certain classes is intense. However, as yet no graveyards in Salem have been disturbed.

Shipping.

Arrivals.

Keemun, Br. s.s., 5,734, R. Conradi, 30th Nov.,—Liverpool 21st Oct., Gen.—B. & S.

Tainan, Br. s.s., 1,460, C. Lindbergh, 30th Nov.,—Kobe 24th Nov., Gen.—B. & S.

Canton Maru, Jap. s.s., 1,997, S. Hiral, 30th Nov.—Saigon 22nd Nov., Gen.—Shuntal S. N. Co.

Fukushu Maru, Jap. s.s., 1,090, T. Ito, 30th Nov.,—Anping and Swatow 29th Nov, Gen.—O. S. K.

Bourbon, Fr. s.s., 090, Le Bail. 30th Nov.,—Saigon 24th Nov., Rice.—Man Fat.

Dagud, Nor. s.s., 789, S. Steensen, 30th Nov.,—Moji 24th Nov., Coal.—Aagaard, Thoresen & Co.

Haitan, Br. s.s., 1,183, J. S. Roach, 1st Dec.,—Foochow 28th Nov., Amoy 29th, and Swatow 30th, Gen.—D., L. & Co.

Bellerophon, Br. s.s., ,727, T. Bartlett, 1st Dec.,—Shanghai 28th Nov., Gen.—B. & S.

Triumph, Ger. s.s., 6 5, J. C. Hansen, 1st Dec.,—Newchwang and Chefoo 20th Nov., Beans.—J. & Co.

Wingsang, Br. s.s., 1,517, H. G. Walker, 1st Dec.,—Canton 30th Nov., Gen.—J., M. & Co.

E-Sang, Br. s.s., 1,171, Lee, 1st Dec.,—Canton 30th Nov., Gen.—J., M. & Co.

Akitsushima, Jap. cruiser, 3,000, K. Tauchiya, 1st Dec.,—Swatow 30th Nov.

Wakamatsu Maru, Jap. s.s., 1,720, N. Goda, 1st Dec.,—Moji 26th Nov., Coal.—M. B. K.

Clearances at the Harbour Office.

Lydia, for Canton.
Ezang, for Swatow.
Joshin Maru, for Swatow.
Indravelli, for Port Pirie.
Helene, for Swatow.
Keemun, for Shanghai.
Triumph, for Canton.
Rasin, for Haiphong.
Lennox, for Calcutta.
Borneo, for Zamboanga.
Suisang, for Singapore.
Telemachus, for Saigon.

Departures.

Dec. 1.

Malta, for Europe.
Eastern, for Manila.
Teucer, for Nagasaki.
Kanagawa Maru, for Kobe.
Kabafuto Maru, for Moji.
Benmohr, for London.
Foochow, for Canton.
Stettin, for Canton.
Hanyang, for Canton.
Suisang, for Calcutta.
Borneo, for Sandakan.
Loongsang, for Manila.
Kalgan, for Shanghai.
Lennox, for Calcutta.
Helene, for Swatow.
Lydia, for Canton.

Passengers arrived.

Per *Bourbon*, from Saigon—110 Chinese.

Per *Keemun*, from Singapore—998 Chinese.

Per *Haitan*, from Coast Ports — Misses Barber, Baldwin, Mrs. and Miss da Motta, Messrs. Daoks, Werill, Fung, Tin Tang, Cang, Sing, Peyet, and Rev. Duguet, and 65 Chinese.

Passengers departed.

Per *Doric*, for San Francisco, &c. - Messrs. H. I. Marsh, P. E. Mack, E. J. Parker, Mr. and Mrs. J. A. Macaulay, Miss Macaulay, Messrs. A. F. Judd, Chas. E. Cullen, Miss E. C. Dietze, Messrs. A. H. Gulliver, A. H. Silverstone John C. Phillips, Mrs. C. O. Jennings Messrs. Geran, Lee Ting Leung, Mr. and Mrs. Gon Chong, Messrs. H. S. Boone, W. Domnich, Mrs. A. E. Carpenter, Mrs. Halle, Mr. H. Reiss, and Mrs. M. Marechal.

Per *Nikko Maru*, for Australian Ports—Consul and Mrs. S. Akatsuka and child, Bishop J. Johnson, Rev. and Mrs. M. Johnston, Mrs. H. Wise, Mrs. F. Robertson, Miss Robertson, Dr. and Mrs. C. Tarr, Mrs. Tarr, Mrs. F. Pratt, Mrs. J. Barney, Messrs. K. Kasuga and C. Birch, Mrs. Reid, Miss B. Reid, Miss M. Reid, Mrs. J. Russel Mrs S. Wilson, Master Wilson, Mr G. Denbigh, Miss Denbigh, Miss R. W. Terran, Messrs. S. Chiba and G Smith, Mr. and Mrs. G. W. Clayton, Messrs. S. Ko, R. Galletty, M. Dombrouski, H. Hamasaki, I. Ito and Mackinnon, Miss Bryant, Mrs. E. Stephens, Mr. T. Mori, Miss M Wynne, Mr. A. B. Coxe, Mr. and Mrs. Van Deman, Mr. and Mrs A. M. Stark and children, Mr. C. G. Martin, Miss C. A. O'Reilly, Lieut. and Mrs. Burnett, Messrs. J. S. Woddington, Matsuo, Geo. I. Wagner, M. Friedmann and Ioh Richardson, Mrs. Chaplin, Miss Chaplin, Miss Brewer, Mr. and Mrs. J. Cormack, Mr. and Mrs. Bailey, Mr. and Mrs. John Bell, Mr. and Mrs. Chun Yut, Mr. J. MacClellan, Messrs D. Matsui. Y. Tomino, Albert Ellmenger, A. Gamara, Harry Yee Bell, Dung Nang, Yuen Alick and Lorieno Dison.

Per *Minnesota*, for Shanghai, &c Miss J. McCullon, Mr. Herbert Kampster, Mrs. Kampster, Miss Malmontt, Mr. Frank Benton, Mr. and Mrs. Mak Bun Pun and children, Mrs. Mak and child, Mrs. Ngau Nin Yewk, Mr. E. Burnand, Miss M. L. Dency, Messrs. Frank H. Love and M. F. Beattie, Mrs. E. Bredford, Lieut. C. L. Petton Bethune, Mrs. Annie Norton, Mr Reni Van dan, Mr. and Mrs. I. Scott Carnwell, and Mrs. Boller.

Per *Eastern*, for Australian Ports—Miss Abbett, Mr. and Mrs Araujo, Mr and Mrs. F. Bennett. Miss Bloomfield, General Brance, Lieut. Brown, Dr. Burdette, Mr. and Mrs Cahill, Rev. G. Gardise, Mr. S V. Cortelyon, Miss Emerson, Mrs. and Miss Forbes, Dr. Fe reira, Mr. and Mrs. Fiddler and 2 children, Misses Green, Hallewell. Mr. and Mrs. C. P. Hatheway, Misses Humphrey, Leighton, Sergt. J. Lucas, Dr. Macaulay, Mr. McGrath, Miss McKay, Dr. Palha, Mr. C. Parsons, Rev. F. A. Quintae, Messrs. C. Richmond, J. A. Stader, S. Stickney, Thomson, Mr. and Mrs. Warlomont, Miss Warlomont, Mr. C. Warner, and Miss Williams.

Shipping Reports

Str. *Haitan* from Coast Ports:—Fresh ENE. breeze and fine weather.

Str. *Keemun* from Liverpool:—Strong monsoon from 10° N. to port.

Str. *Bellerophon* from Shanghai:—Fresh NE. monsoon, sea moderate, and weather fine and clear.

Vessels in Port

STEAMERS.

Acara, Br. s.s., 3, 71, A Smith, 23rd Nov.,—New York 29th Sept., Case Oil.—S. O. Co.

Cairo, Nor. s.s. 1,381, J Larsen, 29th Nov.,—Sourabaya 18th Nov., Gen. and Sugar.—Aagaard, Thoresen & Co.

Clara Jebsen, Ger. s.s., 1,103, J. Iversen, 29th Nov.,—Bangkok 19th Nov, Rice.—J. & Co.

Coptic, Br. s.s., 2,744, Wm. Finch, R.N.R., 27th Nov.,—San Francisco 30th Oct, Honolulu 6th Nov., Yokohama 19th, Kobe 20th, Nagasaki 22nd, and Shanghai 25th, Mails and Gen.—O. & O. S. S. Co.

Derwent, Br. s.s., 1,565, J. Jenkins, 23rd Nov.,—Saigon 17th Nov., Gen.—Man Fat & Co

Drufar, Nor. s.s., 1,102, J. Bing, 21st Nov.,—Saigon 17th Nov., Rice.—Aagaard, Thoresen & Co.

Empress of Japan, Br. s.s., 3,039, Henry Pybus, R.N.R., 18th Nov.,—Vancouver 30th Oct., and Shanghai 16th Nov., Mails and Gen.—C. P. R. Co.

Falk, Nor. s.s., 1,380, G. M. Gundersen, 15th Nov.,—Canton 14th Nov., Coal.—M. B. K.

Indravelli, Br. s.s., 3,767, S. Cullington, 20th Nov.,—Manila 16th Nov., Ballast.—G. I. & Co.

Jacob Diederichsen, Ger. s.s., 633, D. Hentz, 27th Nov.,—Kwang-chow-wan 24th Nov., and Macao 27th, Gen.—J. & Co.

Joshin Maru, Jap. s.s., 702, H. Ohta, 28th Nov.,—Swatow 27th Nov., Gen.—O. S. K.

Kaifong, Br. s.s., 986, E. Finlayson, 28th Nov.,—Cebu and Iloilo 24th Nov., Hemp, Sugar and Sapan Wood.—B. & S.

Karin, Swed. s.s., 693, G. Petterson, 29th Nov.,—Hoihow 28th Nov., Gen.—Mr. Lu Wing & Co.

Kohsichang, Ger. s.s., 1,223, C. Rosiefsky, 27th Nov.,—Canton 26th Nov., Gen.—B. & S.

Kowloon, Ger. s.s., 2,324, H. Stehr, 24th Nov.,—Anghin, (Bangkok) 15th Nov., Gen. and Mostly Rice.—S. & Co.

Laisang, Br. s.s., 3,460, P. M. B. Lake, 27th Nov.,—Calcutta 10th Nov., Penang and Singapore 20th, Gen.—J., M. & Co.

Loyal, Ger. s.s., 1,237, F. Natzins, 21st Nov.,—Bangkok 9th Nov., Rice and Gen.—S., W. & Co.

Mathilde, Ger. s.s., 831, N. Johnemann, 29th Nov.,—Haiphong 25th Nov., and Hoihow 27th, Gen.—J. & Co.

Mercedes, Br. s.s., 2,900, J. S. McGregor, 1st Nov.,—Weihaiwei 25th Oct., Govt. Stores.—Admiralty.

Monteagle, Br. s.s., 5,953, S. Robinson, 14th Sept.,—Vancouver 20th Aug., and Shanghai 11th, Sept., Flour, Lead and Gen.—C. P. R. Co.

Montgomeryshire, Br. s.s., 3,619, P. Gibson, 30th Nov.,—London via Ports 14th Oct., Gen.—S., T. & Co.

Neil MacLeod, Am. s.s., 901, E. Corral, 19th June,—Manila 16th June, Ballast.—Barretto & Co.

N. S. de Rosario, Am. s.s., 715, M. Lopez, Blanco, 12th June,—Manila 9th June, Ballast.—Barretto & Co.

Nerite, Dut. s.s., 300, Carrick, 28th Nov.,—Canton 28th Nov., Gen.—A., K. & Co.

Paklat, Ger. s.s., 1,100, H. Demes, 18th Nov.,—Swatow 17th Nov, Rice and Teakwood.—B. & S.

Quinta, Ger. s.s., 987, Fruhm, 23rd Nov.,—Sourabaya 13th Nov., Sugar.—S. & Co.

Rajaburi, Ger. s.s., 1,904, O. Koch, 25th Nov.,—Bangkok 13th Nov., Rice and Wood.—B. & S.

Rajah, Ger. s.s., 1,275, C. Wolff, 28th Nov.,—Sandakan 20th Nov., Wood and Gen.—M. & Co.

Sarsogan, Am. s.s., 428, Vitteria, 7th Sept.,—Manila 4th Sept., Ballast.—Order.

Soshu Maru, Jap. s.s., 1,119, T. Suruga, 30th Nov.,—Swatow 29th Nov., Gen.—O. S. K.

Soudan, Br. transport, 4,207, S. D. B. Lockyer, 19th Nov.,—Taku 13th Nov., Troops.—Admiralty.

Taishan, Br. s.s., 1,121, J. T. Laing, 29th Nov.,—Bangkok 17th Nov., Rice and Teak.—B. & Co.

Taming, Br. s.s., 1,35, A. W. Outerbridge, 30th Nov.,—Manila 27th Nov., Gen.—B. & S.

Telemachus, Br. s.s., 1,310, J. Williamson, 29th Nov.,—Saigon 24th Nov., Gen.—Chinese.

Tinhow, Br. s.s., 901, T. R. Kidd, 28th Nov.,—Hoihow 26th Nov., Pigs and Gen.—A., K. & Co.

Tonawanda, Br. s.s., 2,182, H. D. Clarke, 29th Nov.,—San Francisco 20th Oct., Oil.—S. O. Co.

Yruna, Am. s.s., 467, H. Nelson, 16th Oct.,—Amoy 14th Oct., Ballast.—Yeng Chung.

SAILING VESSELS.

Eskasoni, Br. ship, 1,670, Wm. McBuinie, 12th Oct.,—Manila 13th Sept, Ballast.—Order.

I. F. Chapman, Am. ship, 2,013, R. Banfield, 25th Aug.,—Manila 15th Aug., Ballast.—A., K. & Co.

Ivy, Am. ship, 1,181, F. O. Stetson, 25th Nov.,—Shanghai 28th Oct., Ballast.—Mr. Dunbar & Co.

Prince George, bk., 472, A. R. Anderson, 18th Oct.,—Manila 26th Sept., Old Iron.—Order.

S. P. Hitchcock, Am. ship, 2,086, S. L. Zertz, 1st Sept.,—Manila 20th Aug., Ballast.—A., K. & Co.

Steamers Expected.

Vessels	*From*	*Agents*	*Due*
Shinano Maru	Shanghai	N. Y. K.	Dec. 2
Buelow	Shanghai	M. & Co.	Dec. 3
Ambria	Singapore	H. A. L.	Dec. 3
C. Apcar	Singapore	D. S. & Co	Dec. 3
P. E. Friedrich	Singapore	M. & Co.	Dec. 4
Namsang	Singapore	J., M. & Co	Dec. 5
Tjipanas	Macassar	J. C. J. L.	Dec. 6
Nicomedia	Japan	P. & A. Co	Dec. 7
Capri	Singapore	C. & Co.	Dec. 7
Hikong Maru	Japan	T. K. K.	Dec. 9
Tjibodas	Kobe	J. C. J. L.	Dec. 9
Kumsang	Calcutta	J., M. & Co	Dec. 14
Emp. of China	Vancouver	C. P. R. Co	Dec. 16
Sandakan	Sydney	W. & Co.	Dec. 16

DOCK RETURNS.

HONGKONG AND WHAMPOA DOCKS.

U.S. Callao	at	Kowloon	Dock.
Jacob Diederichsen	"	"	"
Hinsang	"	"	"
Chinkai Maru	"	"	"
Heungshan	"	"	"
Paul Beau	"	"	"
H.M.S. Kent	"	"	"
H.M.S. Janus	"	"	"
Monteagle	"	"	"
Sorsogon	"	"	"
S. P. Hitchcock	"	Cosmopolitan	"
Indravelli	"	Aberdeen	"

Post Office.

A Mail will close for:—

Macao—Per *Honam*, 3rd Dec, 1.15 P.M.

Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per *Tsinan*, 3rd Dec., 3 P.M.

Shanghai—Per *Wingsang*, 3rd Dec., 3 P.M.

Swatow, Amoy and Foochow—Per *Haitan*, 3rd Dec., 5 P.M.

Swatow, Amoy, Foochow and Shanghai—Per *Soshu Maru*, 3rd Dec., 5 P.M.

Shanghai, Kobe and Yokohama—Per *Hohenstaufen*, 4th Dec., 9 A.M.

Macao—Per *Honam*, 4th Dec., 1.15 P.M.

Singapore, Penang and Calcutta—Per *Laisang*, 4th Dec., 2 P.M.

Shanghai and Chinkiang—Per *Kowloon*, 4th Dec, 3 P.M.

Shanghai—Per *Liangchow*, 6th Nov., 3 P.M.

Manila—Per *Taming*, 4th Dec., 3 P.M.

Shanghai—Per *Hangsang*, 4th Dec., 5 P.M.

Swatow, Amoy and Anping—Per *Fukushu Maru*, 4th Dec., 5 P.M.

Europe, &c., India, *via* Tuticorin—Per *Buelow*, 5th Dec., 11 A.M.

Macao—Per *Honam*, 5th Dec., 1.15 P.M.

Shanghai—Per *Hangchow*, 5th Dec., 3 P.M.

Macao—Per *Honam*, 6th Dec., 1.15 P.M.

Shanghai—Per *Nanchang*, 6th Nov., 3 P.M.

Sourabaya—Per *Tjilliwong*, 6th Dec., 4 P.M.

Calcutta—Per *Arcadia*, 7th Dec., 11 A.M.

Macao—Per *Honam*, 7th Dec., 1.15 P.M.

Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Coptic*, 8th Dec., 11 A.M.

Macao—Per *Honam*, 9th Dec., 1.15 P.M.

Shanghai, Moji, Kobe and Yokohama—Per *Tjipanas*, 10th Dec., 4 P.M.

Batavia, Samarang, Sourabaya and Macassar—Per *Tjibodas*, 10th Dec., 4 P.M.

Manila, Simpsonhafen, Fr. Wilhelmshafen, Herbertshohe, Merapi, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per *Prinz Sigismund*, 11th Dec., 10 A.M.

Europe, &c., India, *via* Tuticorin—Per *Ernest Simons*, 11th Dec., 11 A.M.

Singapore, Penang and Bombay—Per *Capri*, 12th Dec., 1 P.M.

Yokohama and Kobe—Per *Changsha*, 13th Dec., 3 P.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Empress of Japan*, 20th Dec., 3 P.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, (B.C.)—Per *Tartar*, 9th Jan., 1907, 11 A.M.

A Pillar Box has been placed at Quarry Bay.

It will be cleared daily at 9 a.m. and 1.30 p.m.

☞ A Mail for Macao is despatched per s.s. *Wingkang* on week-days, at 6 p.m. On Sunday the mail for Macao is closed at 8 a.m.

Mails for * Canton, * Wuchow, and * Samshui will be closed on week-days, at 7 a.m. and at 6 p.m. until further notice.

TO-MORROW.

S. Peter's Seamen's Church.
Queen's Road West.
First Sunday in Advent.

Morning Prayer 11 a.m., Venite, Arnold; Te Deum, Oakley; Hymns, 53, 62, 65 and 229 Kyrie.

Holy Communion 12.15 p.m.

Evening Prayer, 6.30 p.m., Magnificat, Smart; Nunc Dimittis, Ferilton; Hymns, 49, 73, 59 and 58.

The Church launch *Dayspring* will call on ships carrying white crews to bring friends ashore to the services between 9.15 and 10.30 a.m., and between 5.15 and 6 p.m., (Kowloon Police Pier, 10.30 and 6 p.m.): returning afterwards. The Answering Pennant is the Call flag. All the sittings are free and unappropriated. Visitors welcome. Books, &c. provided Sunday school 10 to 10.45 a.m.

Meeting at Seamen's Institute 72, Praya East on Sunday at 8 p.m.

Roman Catholic Cathedral:—Mass at 6 a.m., 7 a.m., 8 a.m., and 9.30 a.m. Benediction. 5.30 p.m.

German Bethesda Chapel, West Point:—Morning Service, 11 a.m.

St. Francis' Church, Wanchai:—Mass (*Chin.*), 6 a.m., (*Port.*), 7.30 a.m. Benediction. 5 p.m.

St. Joseph's Church, Garden Road:—Morning Service (*English*), 10 a.m.

St. Anthony's Chapel, West Point:—Mass: 8 a.m.

Union Church:—Services, 11 a.m., and 6 p.m.

UNION CHURCH, KENNEDY ROAD, MINISTER: REV. C. H. HICKLING.

11 a.m. Worship, Psalm 116, Chant Anthem "Incline Thine Ear." Hymns 545, 123.

3 p.m. Children's Service in the Peak Church, 4 p.m. Sunday School at Union Church and Kowloon British School, also at Quarry Bay (3.30)

6 p.m. Worship Hymn 169, 508, 306, 203, 357.

Wednesday 6 p.m. Studies in Christian Work. Open Wall.

Thursday 9 p.m. Lecture Club, Paper by Mr. J. W. Lee Jones on "The French Revolution and its Teaching."

Friday 4 p.m. Ladies' Working Party.

Friday 8 p.m. C. E. Society, Subject:—"Christ's Prayer in Gethsemane."

Saturday 1.30 p.m. Sunday School Picnic.

ST. ANDREW'S CHURCH, ROBINSON ROAD, KOWLOON.

Sundays:—Morning Prayer and Sermon at 11 a.m.

Evening Prayer and Sermon at 6 p.m.

Holy Communion at noon on 1st Sunday; at 8 a.m. on 2nd and 4th Sundays; aded at 7 p.m. on 3rd and 5th Sundays of month.

Sunday School at 3 p.m. (A Children's Service is substituted on 3rd Sundays.)

Wednesdays:—Short Evening Service with address, at 6 p.m.: Congregational Practice of Hymns &c, at 6.45.

Holy Baptism, on 3rd Sundays at the afternoon service. A previous appointment is necessary for Baptism at any other time Churchings before or after any service, by appointment. The Church is licensed for marriages.

VISITORS AT THE HOTELS.

HONGKONG.

Adams, P. R.
Aird, M.B., R.
Anderson, Mr. & Mrs. H. J. P.
Anderson, W. H.
Bailey, W. S.
Baker, A. S.
Battiscombe, H. G.
Beattie, R. B.
Biervliet, A. Van (Vice-Consul for Belguim)
Birbeck, R. J.
Bird, H. W.
Bisney, Mr. & Mrs. S.
Bisney, Miss
Blanch, Mr. and Mrs. N. F.
Blood, G.
Breckwoldt, H.
Brighton, F. G.
Brighton, G. L.
Campbell, L. F.
Carter, Mr. and Mrs. W. L.
Carter, A.
Chapman, H.K.V.C., Major A.
Chapman, B. F.
Chatham, Hon. & Mrs. W.
Chatham, Miss
Chichester, D.A.A.G., D.S.O., Major A. A.
Chichester, Mrs. A. A.
Christie, J. D.
Clark, M. O.
Clarke, Mr. and Mrs. T. W.
Clegg, R.N., Eng.-Lt. and Mrs.
Coloham, H. J.
Colvin, H. E.
Connor, J. L.
Cornand, Capt. and Mrs. G and infant
Crook, A. H.
Cruickshank, A.
Dohen, W. D.
Davies, F. O.
Dohen, W. D.
Donald, Mr. and Mrs. W. H.
Doolittle, F. H.
Dowley, Mr. and Mrs. W. A.
Downing, Mr. and Mrs. T. C. and infant
Duck, S. D.
Dunlop, G. A.
Dupree, W. S.
Einstmann, W.
Elsworth, W. T.
Esterhazy, Countess K.
Fairchild, H. J.
Fearnley, A. E.
Fischer, R.
Fisher, H. G.
Fletcher, H. L.
Franklin, C. B.
Frost, B. L.
Fuller, Stuart J., (American Vice Consul General)
Fuller, Denman
Gibson, A.
Gorrell, O.
Grant, A. W.
Griffith, Major
Harker, B. Brotherton
Hazelaire, E.
Hewett, Hon. E. A.
Hewett, Mrs. E. A.
Hiraoka, T.
Hocking, Mr. & Mrs. A.
Howes, A. B.
Innes, Capt. R.
Ito, S.
Jokl, J. P. F.
Joughin, J. C.
Kerr, F.
Krill, T.
Kunze, P.
Lehrs, P.
Logan, Mr. & Mrs. W.
Marriott, Dr. O.
McNitt, Mr. and Mrs. C. J.
Moore, S.
Moore, Dr. and Mrs. W. B. A.
Newborn, Mr. & Mrs. R. H.
Newington, A. G.
Nicholls, E. A.
Packer, B. L.
Paine, A. E.
Parmance, Capt.
Peake, W.
Perkins, Mr. and Mrs. T. L.
Pfordten, A. R. Von der
Philpot, L. D.
Powell, W. A.
Preshaw, C. M.
Pritchard, H.
Pustan, Jr., C.
Reid, H. J.
Roach, Mrs. J. S. and child
Rowoldt, S. B.
Rutherford, Mr. & Mrs. N. H.
Sandes, Miss F. E.
Schween, R.
Searle, Rev. G.
Shepherd, Mr. & Mrs. E. Bruce
Skinn, A.
Spittles, J. S.
Stebbing, W. T.
Stephens, H.
Stevenson, W. G.
Sutherland, P. D.
Thompson, Mr. & Mrs
Thompson, Miss H. M.
Toledano, Th.
Topliss, H. J.
Uffel, W. Von.
Unbehaun, C. H.
Wakefield, Mrs. M.
Welsh, W. D.
Wishart, J. B.
Wood, G. G.
Wood, W. J.

KING EDWARD.

Acomb, E.
Almond, Capt. & Mrs. Russell
Barrett, Major S. E.
Barrett, R. L.
Benson, Wm.
Blass, S.
Blunt, Capt. J. G. M.
Brewster, Mr. and Mrs.
Brownlow, E. O.
Burkill, Mr. and Mrs. A. R.
Cahill, Mr. and Mrs. Thomas
Chaplin, Mrs. & maid
Chaplin, Miss
Colahan, H. J.
Cormack, Mr. & Mrs. Jas.
Cullen, C. E.
Cumming, A.
Cunningham, Mr. and Mrs. A.
Daney, Miss
Delaney, L. T.
Deman, Mr. and Mrs. R. H. Van
Elizalde, Mrs. A. and maid and servant
Elliott, R. G.
Fenn, Mr. and Mrs. H. C.
Firth, Mr. and Mrs. W. E. and maid
Fleming, D. M.
Fletcher, Horace
Fritzsche, C
Guthrie, Thomas
Herring, Mrs. D. M. and family
Hurley, Fred. C.
Inzenohl, C.
Jack, Mrs. C. M.
Johnson, Dr and Mrs. Muarry S.
Jackson, Mrs. & child
Kempster, Mr & Mrs. Herbert
Kendall, Major & Mrs. W. P.
Kimura, N.
Kinney, Mrs. S. M.
Kinney, Miss S. M.
Kinney, Miss S.
Kofod, Capt. F.
Kuwada, I.
Langeveldt, P. A.
Legeune, Vice-Consul M.
Macaulay, Dr. H. R.
Macaulay, Mr. & Mrs. J. A.
Macaulay, Miss Florence
Macdonald, Mrs.
Macdonald, Miss
Mammatt, Miss
Mason-Bluntt, Capt. J. G.
Newman, B. Leigh
Ossorio, Mrs. A. and maid
Ossorio, Master
Paine, A. E.
Paton, B. Lewis
Peacock, Miss Annie
Pennefather, Capt. and Mrs. G. H.
Richards, J.
Scott, Mr. & Mrs. J. L.
Sieling, H.
Silverstone, Mr. & Mrs. S.
Silverstone, A. H.
Silverstone, M. L.
Square, Miss N
Stark, Alex. M. and son
Stevenson, Lt.-Comdr. and Mrs.
Stewart, Mr. and Mrs. O. Lindsay
Tobin, R. J.
Warlomont, Mr. and Mrs and family
Williams, G.
Willsher, Mr. & Mrs. A. E.
Wright, Dr. and Mrs. G. H. Bateson

PEAK.

Abell, Mrs.
Amos, Mrs.
Austin, F.
Backhouse J.
Beauchamp, E. B.
Bolton, Mr.
Bosch, Mr. and Mrs. Van der
Carruthers, E. S.
Chalmers, J. H.
Clothier, Mr. and Mrs. H. W.
Cobden, A. S.
Codbury, Mrs. R.
Codbury, Miss
Darling, Col.
Dutton, Mr.
Ellis, Mr. and Mrs.
Fowler, E. A. M.
Fraser, Lieut.
Gale, Capt. J. R.
Gelsthrope, Mr.
Green, Mrs. H. E.
Greenhill, Mr.
Gregory, A.
Hartel, E.
Hazeland, F. A.
Hockaday, W. T.
Jeffries, H. U.
Josling, Lt.-Col.
Joseph, Mr. and Mrs. E. S.
Kelsall, R.A., Major and Mrs.
Kent, R.A., Col. & Mrs.
Leask, Mr.
Macdonald, Major and Mrs.
Malade, Mr.
Martin, R.
Mitchell, R.
Moncarieff, Lt.-Col. & Mrs. S.
Moon, Mr. and Mrs.
Moreno, Mr.
Muhle, E.
Painter, Major & Mrs.
Porter, W.
Reid, R.A.M.C., Lt.-Col. J. M.
Reyes, Mr.
Sawer, Mrs. W. E.
Sinclair, A.
Slutyers, L. M. J. van
Smith, A. Findlay
West, J. J.
White, Dr. and Mrs.
Wilder, A. P.
Williamson, Mrs.
Wilson, J. W.

CRAIGIEBURN.

Adams, M. and Mrs. R. J.
Barnett, H. J. O.
Falloon, C. H.
Gaskell, Mr. and Mrs.
Pye, E. Burnes
Smith, E. Grant
Smith, Mr. and Mrs. Grant
Smith, Percy
Soppe, P.
Webb, Mr. and Mrs. Montague
Young, J. A.

OCCIDENTAL.

Binder, F.
Brown, Mrs. W. S.
Capell, Mr. and Mrs. J. R. and 2 children
Gow, Mrs. W. and 2 children
Hatje, Capt. R.
Lowe, J. C.
McInnes, J. H.
Munro, Miss A.
Piper, C.
Robertson, Mrs. C.
Robertson, Miss Kathi
Robertson, Master G. G.
Simpson, Mr. & Mrs. T. K.
Stevens, Rev. A. J.
Wessels, Mr. and Mrs. D.

CHINA COAST METEOROLOGICAL REGISTER

November 30th, 1906, a.m.

		Bar.	Th.	Hu.	Wind		Wr.
Vladivostock	7 a.m.	—	—	—	—	—	—
Nemuro	6 a.m.	29.85	—	—	NW	6	—
Hakodate	"	30.01	—	—	W	6	—
Tokio	"	29.99	—	—	NW	4	—
Kochi	"	30.15	—	—	SW	2	—
Nagasaki	"	30.31	—	—	N	4	—
Kagoshima	"	30.27	—	—	—	0	—
Oshima	"	30.28	—	—	N	6	—
Naha	"	30.25	—	—	NE	2	—
Ishigakijima	"	30.25	—	—	NE	6	—
Chefoo	6 a.m	30.52	25	—	S	2	b
Weihaiwei	9 a.m.	30.44	31	—	S	2	b
Hankow	6 a.m.	30.52	44	92	N	1	c
Kinkiang	"	30.45	45	100	NE	2	b
Shanghai	9 a.m	30.48	49	71	ENE	1	om
Gutzlaff	"	30.43	51	66	NE	5	cv
Sharp Peak	"	30.36	59	70	N	5	o
Amoy	6 a.m.	30.01	61	71	NNE	2	or
Swatow	"	30.18	59	82	N	2	b
Taihoku	a.m.	30.25	—	—	E	6	—
Taichu	"	30.19	—	—	—	0	—
Tainan	"	30.17	—	—	—	0	—
Koshun	"	30.16	—	—	NE	8	—
Pescadores	"	30.17	—	—	NE	10	—
Canton	a.m	30.32	64	84	—	0	o
Hongkong	10 a.m	30.28	68	62	N	1	c
Victoria Peak	"	—	—	—	ENE	4	—
Gap Rock	"	—	—	—	—	—	—
Macao	"	30.28	64	—	NE	1	c
Hoihow	9 a.m.	—	—	—	—	—	—
Pakhoi	"	—	—	—	—	—	—
Phulien	10 a.m.	—	—	—	—	—	—
Tourane	"	—	—	—	—	—	—
C. St. James	"	—	—	—	—	—	—
Aparri	6 a.m.	—	—	—	—	—	—
Manila	10 a.m.	30.00	77	92	NNE	0	o
Legaspi	6 a.m.	—	—	—	—	—	—
Bacolod	9 a.m	—	—	—	NE	3	b
Iloilo	"	29.93	84	—	NE	1	c
Cebu	"	29.92	85	—	N	1	b
Labuan	"	29.92	84	—	—	—	—

December 1st, 1906, a.m.

		Bar.	Th.	Hu.	Wind		Wr.
Vladivostock	7 a.m.	—	—	—	—	—	—
Nemuro	6 a.m.	29.93	—	—	SW	6	—
Hakodate	"	30.09	—	—	W	4	—
Tokio	"	30.22	—	—	NW	2	—
Kuchi	"	30.35	—	—	SW	4	—
Nagasaki	"	30.35	—	—	—	0	—
Kagoshima	"	30.35	—	—	N	2	—
Oshima	"	30.28	—	—	S	2	—
Naha	"	30.25	—	—	NE	2	—
Ishigakijima	"	30.17	—	—	E	4	—
Chefoo	6 a.m	30.13	41	92	SSW	2	or
Weihaiwei	9 a.m.	30.05	40	—	W	2	o
Hankow	6 a.m.	30.28	43	92	SE	1	b
Kinkiang	"	—	—	—	—	—	—
Shanghai	9 a.m	30.22	57	58	S	2	b
Gutzlaff	"	30.22	56	69	S	4	bv
Sharp Peak	"	30.23	62	85	N	1	og
Amoy	6 a.m.	—	62	89	WSW	3	c
Swatow	"	30.17	60	55	E	1	b
Taihoku	5 a.m.	30.15	—	—	E	6	—
Taichu	"	30.14	—	—	—	0	—
Tainan	"	30.13	—	—	N	2	—
Koshun	"	30.11	—	—	NE	8	—
Pescadores	"	30.15	—	—	N	6	—
Canton	9 a.m.	30.24	65	89	—	0	c
Hongkong	10 a.m	30.22	69	61	E	5	c
Victoria Peak	"	—	—	—	E	4	—
Gap Rock	"	—	—	—	—	—	—
Macao	"	—	—	—	—	—	—
Hoihow	9 a.m.	—	—	—	—	—	—
Pakhoi	"	—	—	—	—	—	—
Phulien	10 a.m	—	—	—	—	—	—
Tourane	"	—	—	—	—	—	—
C. St. James	"	—	—	—	—	—	—
Aparri	6 a.m.	30.00	81	85	—	—	—
Manila	10 a.m.	29.95	79	—	NW	1	c
Legaspi	6 a.m.	—	—	—	NE	1	c
Bacolod	9 a.m.	29.91	82	—	NE	2	b
Iloilo	"	29.94	84	—	NE	2	c
Cebu	"	29.86	84	—	N	3	c
Labuan	"	—	—	—	—	—	—

	Nov. 30 at 10 a.m.	Nov. 30 at 4 p.m.
Barometer	30.28	30.18
Temperature	68	67
Humidity	62	69
Rainfall	0.02	—

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

NAME.	CLASS.	TONS.	GUNS.	I.H.P.	CAPTAIN.	LAST REPORTED AT
Alacrity	despatch-vessel	1,700	4	3,000	Commander R. La T. Leatham	en route Singapore
Astraea	cruiser, 2nd class	4,360	10	7,000	Captain C. L. Vaughan-Lee	en route Singapore
Bramble	river gunboat	710	6	900	Lieut.-Commander E. G. W. Davidson.	Yangtsze
Britomart	river gunboat	710	6	900	Lieut.-Commander W. L. Bamber	Yangtsze
Cadmus	sloop	1,070	6	1,400	Commander B. L. Majendie	Shanghai
Cherub	water tank and tug	390	—	300	—	Hongkong
Clio	sloop	1,070	6	1,400	Commander C. D. S. Raikes	en route Singapore
Diadem	cruiser, 1st class	11,000	16	16,500	Captain H. W. Savory, M.V.O.	en route Singapore
Fame	torpedo boat destroyer	306	6	5,700	Lieut.-Commander A. L. Gresson	Hongkong
Flora	cruiser, 2nd class	4,360	10	7,000	Captain H. Grant-Dalton	Weihaiwei
Handy	torpedo boat destroyer	275	6	4,000	Lieut.-Commander H. B. Cox	Hongkong
Hart	torpedo boat destroyer	275	6	4,000	Lieut.-Commander R. Henniker-Heaton	Hongkong
Janus	torpedo boat destroyer	280	6	3,900	Lieut.-Commander W. H. Darwall	Hongkong
Kent	cruiser, 1st class	9,800	14	21,000	Captain S. V. Y. de Horsey	Hongkong
King Alfred *	cruiser, 1st class	14,100	18	30,000	Captain C. F. Thursby	en route Singapore
Kinsha	river gunboat	616	4	1,200	Lieut.-Commander Percy Crabtree.	Yangtsze
Monmouth	cruiser, 1st class	9,800	14	22,000	Captain J. A. Tuke	en route Singapore
Moorhen	river gunboat	180	2	800	Lieut.-Commander Robert E. Vaughan.	West River
Otter	torpedo boat destroyer	350	6	6,300	Lieut.-Commander J. Kiddle	Hongkong
Robin	river gunboat	85	2	240	Lieut.-Commander C. C. Walcott	West River
Sandpiper	river gunboat	85	2	240	Lieut.-Commander H. T. Atlay	West River
Snipe	river gunboat	85	2	240	Lieut.-Commander J. T. S. Lyne	Yangtsze
Taku	torpedo boat destroyer	250	6	6,500	Boatsn. T. D. Strath	Hongkong
Tamar	receiving ship	4,650	6	—	Commodore H. P. Williams	Hongkong
Teal	river gunboat	180	2	800	Lieut.-Commander E. Secretan	Yangtsze
Thistle	river gunboat	710	6	900	Lieut.-Commander R. M. R. West	Yangtsze
Virago	torpedo boat destroyer	355	6	6,300	Lieut.-Commander Stevenson	Hongkong
Waterwitch	surveying ship	620	4	450	Commander R. W. Glennie	Long Harbour
Whiting	torpedo boat destroyer	360	6	5,900	Lieut.-Commander C. E. L. Thomas	Hongkong
Widgeon	river gunboat	195	2	800	Lieut.-Commander G. B. Spicer-Simson	Yangtsze
Woodcock	river gunboat	150	2	550	Lieut.-Commander G. J. Todd	Yangtsze
Woodlark	river gunboat	159	2	550	Lieut.-Commander Jno. F. Knox	Yangtsze

* Flying Flag of Vice-Admiral Sir Arthur W. Moore, Commander-in-Chief.

Mails.

Intimations.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	POSITION AS PER LAST REPORT. AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION, BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	$125	$125	£1,000,000 $10,250,000 $250,000	$1,712,472	£1.15/- @ Ex. 2/1½=$16.47 for first half-year 1906	5¼ %	$805 sales London £93.10/-
National Bank of China, Limited.....	19,925	£7	£6	£12,735 $150,000	$74,099	$2 (London 3/6) for 1905	...	$47
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	$250	$50	$1,675,000 $250,000	$233,638	$20 for 1905	6½ %	$300
North China Insurance Company, Limited	10,000	£15	£5	£110,000 Tls. 100,000 Tls. 50,000	Tls. 185,529	Final of 7/6 making 15/- for year ended 30.6.1906	6 %	Tls. 85 sellers
Union Insurance Society of Canton, Limited	10,000	$250	$100	$2,000,000 £40,000 $331,131 $1,153,844 $569,279	$2,792,271	Interim div. of 130 for 1905.....	4½ %	$762½ sales
Yangtsze Insurance Association, Limited	8,000	$100	$60	$800,000 $61,278 $15,527	$508,334	$12 and $3 special dividend for 1904	8½ %	$160
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	$100	$20	$1,000,000 $229,458 $2,616	$344,098	$6 for 1904	6½ %	$95 sellers
Hongkong Fire Insurance Company, Limited.....	8,000	$250	$50	$1,220,928	$422,618	$25 for 1904	7½ %	$335
SHIPPING.								
China and Manila Steamship Company, Limited.....	10,000	$25	$25	$6,000	$6,563	$1½ for 1905	6½ %	$23
Douglas Steamship Company, Limited.....	10,000	$50	$50	$264,638 $93,562	Nil.	$2½ for year ended 30.6.1906	6¼ %	$40
Hongkong, Canton & Macao Steamboat Co., Ld. ...	50,000	$15	$15	$250,000 $600,000 $144,386	$5,464	$1 for 1st half-year 1906	7½ %	$27½ sellers
Indo-China Steam Navigation Company, Limited ...	10,000	£10	£10	£120,000 £280,958 £3,999	£2,452	10/- @ ex. 2/1 9/16=$4.69	6 %	$80
Shanghai Tug and Lighter Company, Limited.....	500,000	Tls. 50	Tls. 50	Tls. 20,000	Tls. 23,156	Interim div. of Tls. 2½ n/c 1906	9 %	Tls. 55 sales
Do. (Preference)	100,000					Interim div. of Tls. 1½	6½ %	Tls. 50 sellers
"Shell" Transport and Trading Company, Limited...	1,000,000	£1	£1	£400,000 £4,144	£107,815	1/- (Coupon No. 6) for 1905	4 %	31/- sellers
"Star" Ferry Company, Limited.....	10,000 10,000	$10 $10	$10 $5	$165,000 $32,957	$218	$1.50 $0.75 for year ending 30.4.1906.....	5¼ % 4½ %	$26 buyers $17½ buyers
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 98,000 Tls. 305,479 Tls. 48,000 Tls 81,200	Tls. 13,913	Interim div. of Tls. 2 account 1906	8½ %	T. Tls. 46
REFINERIES.								
China Sugar Refining Company, Limited	20,000	$100	$100	$850,000 $450,000 $86,129	$40,914	Final of $15 making $25 for 1905	17½ %	$140
Luzon Sugar Refining Company, Limited.....	7,000	$100	$100	none	Dr. $132,588	$3 for 1897.....	...	$22
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 3,723	Tls. 2½ for year ending 30.9.04	...	Tls. 90
MINING.								
Chinese Engineering and Mining Company, Ld.....	100,000	£1	£1	£110,000 £26,011	£12,546	Final of 1/- (No. 7) making 2/- for year ended 28.2.06	7 %	Tls. 10½ buyers
Oriental Consolidated Mining Company, Limited ...	500,000	G $10	G. $10	none	G $909,050	Final of 50 cents making G $1 for 1905 ...	8½ %	G. $18
Taku Australian Gold Mining Company, Limited	150,000 50,000	£1 £1	18/10 £1	£4,873	Dr. £8,745	No. 12 of 1/-=48 cents.	...	$8½
DOCKS, WHARVES & GODOWNS								
Fenwick (Geo.) & Co., Limited	18,000	$25	$25	$70,000	$8,915	$2 for 1905	5½ %	$22
Hongkong & Kowloon Wharf and Godown Co., Ld...	40,000	$50	$50	$550,000 $65,160 $20,000	$20,040	$2½ for a/c 1906	6½ %	$91 buyers
Hung Long and Whampoa Dock Company, Ld.	50,000	$50	$50	$49,500	$392,087	$6 for first half-year ending 30.6.06.....	8 %	$150
New Amoy Dock Company, Limited	10,000	$56¼	$56¼	$88,000	$2,221	$1 for 1905.....	6½ %	$16½
Shanghai Dock and Engineering Co., Ld.	65,700	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 3,997	Final of Tls. 4 making Tls. 8 for 1905/6 ...	7½ %	Tls. 105 buyers
Shanghai and Hongkew Wharf Company, Limited...	32,000	Tls. 100	Tls. 100	Tls. 487,210 Tls. 57,065	Tls. 57,065	Interim div. of Tls. 8 on account 1906	6½ %	Tls. 228 sales
Yangtsze Wharf and Godown Company, Limited.....	2,500	Tls. 100	Tls. 100	Tls. 30,000	Tls. 5,668	Tls. 18 for 1905.....	8 %	Tls. 225 buyers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ld.	25,000	Tls. 100	Tls. 100	none	none	First year	...	Tls. 102
Astor House Hotel Company, Limited (Shanghai)...	20,000	$25	$25	$30,000	$8,418	$3 for year ended 30.6.1906.....	10½ %	$20 sales
Central Stores, Limited	6,000	$15	$15	none	$4,719	$2.40 on $12 for 1905.....	13½ %	$18 buyers
Do. (new issue).....	24,000	$15	$15			7 % on $7½ for 1905	...	$16½
Do. (Founders').....	123	$15	$12			None	...	$300 buyers
Hongkong Hotel Company, Limited	12,000	$50	$50	$648,975 $19,075	$10,057	$5 for first half-year for 1906	9 %	$112½
Hongkong Land Investment and Agency Co., Ld....	10,000	$100	$100	$250,000	$67,839	Interim div. of $3½ account 1906..... ...	6½ %	$104 buyers
Hotel des Colonies Company, Limited	9,000	Tls. 25	Tls. 25	Tls. 29,783	Tls. 1,935	Final of 6 %=10 % for 1905.....	16½ %	Tls. 155½ buyers
Hotel Metropole Company, Limited	2,000	$100	$100	none	$4,699	Final of $6 making $10	12½ %	$80 sellers
Humphreys Estate & Finance Company, Limited ...	110,000	$10	$10	$208,386 $50,000	$5,070	80 cents for 1905	7 %	$11½
Kowloon Land and Building Company, Limited.....	6,000	$50	$30	none	$574	$2½ for 1905.....	6½ %	$39 sellers
Shanghai Land Investment Company, Limited	10,000	Tls. 50	Tls. 50	Tls. 869,493	Tls. 52,194	Tls. 3 for half-year 1906	5½ %	Tls. 97 sellers
Do. do. (new issue).....	26,000	Tls. 50	Tls. 25	Tls. 170,000				Tls. 57
West Point Building Company, Limited	12,500	$50	$50	none	$772	Interim div. of $2 account 1906	8 %	$50
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ld....	15,000	Tls. 50	Tls. 50	Tls. 45,939	Tls. 100,000	Tls. 8 for year ended 31.10.1905	10½ %	Tls. 79 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	$10	$10	$110,000	$21,660	$1½ for the year ending 31.7.06	9½ %	$13
International Cotton Manufacturing Company, Ld....	10,000	Tls. 75	Tls. 75	Tls. 150,000	Tls. 36,211	Tls. 6 for year ended 30.9.06 (8 %)	9½ %	Tls. 65
Laou-kung-mow Cotton Spinning & Weaving Co., Ld.	8,000	Tls. 100	Tls. 100	none	Tls. 30,760	Tls. 8 for 1905.....	9 %	Tls. 90 buyers
Soy Chee Cotton Spinning Company, Limited.....	2,000	Tls. 500	Tls. 500	Tls. 18,456	Tls. 35,986	Tls. 25 for 1905	7½ %	Tls. 330 buyers
MISCELLANEOUS.								
Anglo-German Brewery Company, Limited	4,000	$100	$100	none	$1,066	$7 for 1905.....	6½ %	$102½
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	£814	£856	1/3 per share for 1905	8½ %	$7 sellers
Campbell, Moore & Co., Limited.....	1,200	$10	$10	59,000	$1,097	$3 for 1905.....	9½ %	$32
China-Borneo Company, Limited.....	60,000	$12	$12	none	Nil.	$1 for 1904.....	...	$10
China Flour Mill Co., Limited.....	4,000	Tls. 50	Tls. 50	Tls. 50,000	Tls. 289	Final of Tls. 5 making Tls. 10 for 1905 ..	16½ %	Tls. 60 sellers
China Light and Power Company, Limited	50,000	$10	$10	none	$1,219	60 cents for year ended 28.2.06	6 %	$10
China Provident Loan & Mortgage Company, Ld...	100,000	$10	$10	$8,000	$1,581	80 cents for 1905	8½ %	$9.15
Dairy Farm Company, Limited	25,000	$7½	$6	$50,000	$2,555	$1.30 for year ending 31.7.1906.....	7 %	$17 sellers
Green Island Cement Company, Limited	200,000	$10	$10	$410,000 $500,000	$52,291	Int. div. of 75 cents for ½-year ended 30.6.06	10½ %	$19½
Hall & Holtz, Limited	21,000	$20	$20	$186,000	$20,893	$2½ for year ending 28.2.06	10½ %	$24 sellers
Hongkong Electric Company, Limited	60,000	$10	$10	none	$2,568	$1.00 65 cents for 10 months ending 28.2.06 ...	8 %	$15 buyers
Hongkong High-Level Tramways Company, Ld.....	1,250	$100	$100	$50,000	$2,796	1st div. of $20 for 10½ months ending 18.10.05..	10½ %	$225
Hongkong Ice Company, Limited	5,000	$25	$25	$80,000	$3,776	Int. div. of $4 for ½-year ended 30.6.06	8 %	$256
Hongkong Rope Manufacturing Company, Ld.	50,000	$10	$10	$61,000	$5,813	$9 for 1905 on 5 shares.....	7½ %	$22 buyers
Hongkong Steam Waterboat Company, Limited.....	15,000	$10	$10	$2,500	$88	Final of 50 cents making $1 for the year...	13½ %	$7½
Maatschappij tot Mijn-, Bosch- en Landbouwexploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 547,500 Tls. 27,603	Tls. 10,374	Third interim. div. of Tls. 7½ making Tls. 22½ so far a/c yr. ended 31.10.06...	9½ %	Tls. 237½ sales
Philippine Company, Limited	67,500	$10	$10	none	Dr. P. 34,324	None	...	$5 buyers
Shanghai Gas Company, Limited (old)	16,000	Tls. 50	Tls. 50	Tls. 165,000	Tls. 11,017	Interim dividend of Tls. 3½ account 1906	6½ %	Tls. 110 buyers Tls. 106 sellers
Do. do. (new)	8,000	Tls. 50	Tls. 50					
Shanghai Horse Bazaar Co., Ld.	5,400	Tls. 50	Tls. 50	Tls. 45,000	Tls. 9,751	Tls. 6 for 1904	12½ %	Tls. 48 sellers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 37,000 Tls. 8,000	Tls. 2,753	Interim div. of Tls. 5 account 1906	10½ %	Tls. 130 sellers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820 Tls. 25,000	Tls. 1,452	Interim div. of Tls. 4 on account 1906	5½ %	Tls. 90 sellers
Shanghai Waterworks Company, Limited.....	8,175 7,200	£20 £20	£20 £15	Tls. 190,000	Tls. 85,592	Interim div. of 15/- for ½-year 1906 ..... Interim div. of 5/- for ½-year 1906	... ...	Tls. 350 sellers Tls. 390 sellers
South China Morning Post, Limited	6,000	$25	$25	none	Dr. $41,934	None	...	$22 buyers
Steam Laundry Company, Limited	20,000	$ 5	$ 5	none	$1,134	50 cents for year ended 31.5.05	8½ %	$6
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 15,295 Tls. 4,000	Tls. 1,012	Interim of Tls. 4 for year 1905/6	7½ %	Tls. 105 sellers
United Asbestos Oriental Agency, Limited	9,900	$10	$4	$25,000	$752	70 cents $9.90 for year ended 31.5.1906	8½ % 6½ %	$9 $150
Do. (Founders')	100	$10	$10					
Watson, (A. S.) & Co., Limited.....	90,000	$10	$10	$300,000 $25,000	$7,734	Interim of 40 cents for account 1906.....	8½ %	$11.75 buyers
William Powell, Limited	15,000	$10	$10	$4,500	$182	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	10 %	$8
DIVIDENDS PAYABLE:—								
Langkats (4th interim)						Tls. 7½		December 15th

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CONTENTS.

BIRTHS.

On November 16 at Taiyuenfu, Shansi, the wife of L. R. O BEVAN, of the Imperial University of Shansi, of a son.

On November 19, the wife of Rev. R. A. PARKER, Shanghai, of a son.

On November 20, at Shanghai, the wife of GEO. PEARSON, of a daughter.

On November 23, at Shanghai, to Mr. and Mrs. F. M. BROOKS, a son.

On November 23, at Shanghai, to CHARLES and EDNA RIEVELEY, a son (Cuthbert).

LONGRIDGE.—On the 29th Nov., at 10, Knutsford Terrace, Kowloon, the wife of R. W. M. LONGRIDGE, M.A., R.N., of a son.

MARRIAGES.

On November 22, at Shanghai, RICHARD MILLARD, son of Capt. R. Johns, I.C.S.N. Co., to MABEL, third daughter of the late J. T. Pearson, I.M. Customs, Shanghai.

O'SULLIVAN-ARMSTRONG.—October 20th, at St. Patrick's R. C. Church, by the Rev. Father Cassidy, C. C., Detective-Sergeant EDMOND O'SULLIVAN, Hongkong Police, son of Thomas O'Sullivan, Curraduffe House, Newmarket, County Cork, to MARIA, third daughter of the late Michael Armstrong, King Street, Cork.

DEATHS.

THOMAS ARNOLD, at Exmouth, Devon, on the 20th October, Aged 63.

On November 16, at Weihaiwei, ANNIE ELIZABETH VICTOR, beloved wife of Duncan Clark.

On November 22, at Shanghai, ERNEST MORTIMER THOMAS.

On November 23, at Shanghai, JOHN L. ARNOUX ST. GEORGES.

The Hongkong Telegraph
MAIL SUPPLEMENT,
ISSUED GRATIS TO SUBSCRIBERS.

HONGKONG, SATURDAY, DECEMBER 1, 1906.

THE CROWN AGENT SYSTEM.

(26th November.)

It is as refreshing as it is unusual to learn the convictions of an ex-official, who climbed to one of the highest offices in the service of his country, on the subject of Crown Agents; and it is instructive to understand the opinions of one so well fitted to criticise their operations as Sir Frank Swettenham, who retired from the position of Governor of the Straits Settlements only a few years ago. The Crown Agents have come in for much adverse comment from the press of the Crown Colonies in the East, but those gentlemen who form that mysterious body in London have quietly proceeded on their way, interfering on all possible occasions with the affairs of the Colonies. In his official capacity, Sir Frank Swettenham was compelled to acquiesce in the actions of the Crown Agents and to leave unheeded the protests of the community, but now that he has shaken off the shackles of his office he has made it abundantly plain that he agreed with the man in the street as to the undesirability of bowing to the will of the Crown Agents. That a few gentlemen, who are doubtless well-meaning in private life, should to a large extent meddle with the finances of a Colony ten thousand miles away is absurd, especially as these individuals have the most elementary knowledge of the needs of the colony in question. Their ignorance of local conditions is usually abysmal, for it does not seem to be anybody's business to enlighten them, with the consequence that they generally play ducks and drakes with every scheme which passes through their hands. In his latest book Sir Frank Swettenham notes that Crown Colonies are not supposed to possess engineers qualified to construct railways, with the result that the Crown Agents, who are always in evidence when there is any money to be expended, hand over the work to their own consulting engineers. That the work costs a hundred per cent. more than it would have done had the work been left to local enterprise, that it occupies a longer period, and that it is usually unsatisfactory when it is finally completed does not affect the Crown Agents in the slightest degree. "However much the time, or the estimated cost, of the work is exceeded, no one is responsible. The Secretary of State, of course, only insists on the system; beyond that he washes his hands of the matter. The Crown Agents have clearly nothing to do with it: the whole business only gives them trouble. The consulting engineers cannot be held responsible if there is more sun than they expected at any particular time; nor are they held responsible if their representative in the Colony finds it impossible to get labour, or sleepers, or any other local commodity at the prices named in the estimates." Of course that is all common knowledge to the inhabitants of Crown Colonies, but it is well that the absurdity of the system should be exposed by an authority such as Sir Frank Swettenham may be considered. While the local government is not considered in a position to undertake or carry out its own reforms, the Crown Agents arrogate to themselves a breadth of vision which falls little below omniscience. They appoint their own consulting engineers who are, of course, expensive gentry, and they in turn hold themselves responsible to nobody, even going the length of officially passing as satisfactory the work of their own employés. It is little wonder that the ratepayers who find the money for the Crown Agents should strenuously object to the continuance of such a wasteful and extravagant system, but it does not seem to be anybody's business to put an end to it. Time and again the blunders made by the Crown Agents have been ventilated in the columns of the Press, but nothing has resulted and nothing seems likely to result unless the Crown Colonies take united action to secure the abolition of this anomaly in government. Sir Frank Swettenham has laid bare the ridiculous position of Crown Agents and we can only trust that his words will be read in the quarter most concerned and effective steps adopted to deal with the evil. He says sarcastically that: "It might almost be added that, unless a man believe in the system faithfully, he cannot be saved." Evidently the writer was past salvation even when in Singapore, and it is equally evident that he was on the side of the people all the time, although muzzled by the galling chains of office.

MISAPPLIED LENIENCY.

Readers who are directly connected with the shipping of the port and especially captains and officers of vessels engaged on the coast trade, will note with unfeigned surprise the extraordinarily lenient sentence imposed on a Chinese quartermaster who assaulted the chief officer, insulted the master, and endeavoured to incite the crew to mutiny. The incident occurred on the high seas while the vessel was on her way to Hongkong and there does not appear to have been a single extenuating circumstance in favour of the quartermaster. He shammed sickness and when offered medicine refused to take it. Then he declared that he would not work and enforced his argument by striking the mate over the head with a telescope. Finally he called the captain a derogatory epithet and sought to enlist the sympathies of the crew by pretending death. Here was a case one would have thought where the accused should have been visited with the utmost rigour of the law. As it is he has been sentenced to one month's imprisonment, which is absurd for such offences as were alleged against the refractory quartermaster. The captain confessed that he was afraid to put the man in irons lest he should jump overboard, when the crew might possibly have trumped up a charge of manslaughter against him, as, it is alleged, was done in a case which occurred some months ago. Then, again, if the man had been locked up pending the arrival of the ship in Hongkong it was not at all certain how the remainder of the crew would act. These are some of the disabilities under which masters of vessels trading on the coast have to face, but they are only a tithe of the conditions which prevail. It is all the more evident, therefore, that when a serious case does occur, the master and officers should be strengthened in enforcing discipline on board the vessel and in making the native crews realise that they cannot object to lawful commands with impunity. A month's imprisonment is no punishment whatever for assault, etc. on the high seas. Cases innumerable could be quoted to show that European sailors have been sentenced to longer terms of incarceration for offences which were comparatively trifling and certainly bore no comparison to the case under review. When European seamen were arraigned before the Court during the period of the Russo-Japanese war and charged with refusing to proceed to Vladivostok they were promptly consigned to gaol for six weeks. Yet, as was proved over and over again, these men had just cause to allege that their cargo was considered contraband by the belligerents and their lives would have been in jeopardy had they proceeded to the Russian port. Moreover, the seas were strewn with mines, and even if the men had been willing to obey orders and risk capture or death they still had their families at home to consider. They got no sympathy from the Court but were bundled off to prison like so many malefactors. A sailor on arriving at Hongkong after a prolonged voyage is apt to let loose the reins of self-restraint and indulge in what is picturesquely described as a "jamboree," whereupon he is promptly locked up and kept under lock and key until his vessel sails, which may be a week or a month hence, or in the case of a sailing ship it may be months hence. Besides, the men have usually to forfeit their pay. But the Chinese quartermaster who escaped the charge of murder by a mere fluke and endangered the safety of the vessel is treated with the utmost leniency, and it is impossible to believe that he yet realises the extent of his offence, or that others will be deterred from similar ongoings through fear of the consequences. It was a mistaken course followed by the Court to neglect the opportunity of pressing on the accused and others of his kidney the retributive powers of the Court, and its desire to support the master and his officers in their effort to maintain discipline on board ship.

THE INTERNATIONAL WALKING MATCH.

A correspondent who has been following the trials for the international walking match at Shanghai writes suggesting that Hongkong should follow the example of the Northern Settlement and establish a similar annual competition in this Colony. Although Hongkong is not quite so favourably situated for such athletic exploits as Shanghai periodically indulges in, there is no reason why an event of international interest should not be arranged by the sport-loving section of the community. To begin with, a walking competition need not be confined to any class in particular, the only requirement being that the teams shall be representative of different nationalities. The sports in which a variety of people can take part are comparatively few in Hongkong, and there are no sports which are open to all and sundry, but in a walking contest there would be none of that class exclusiveness which frequently mars sporting events in Hongkong. Only a limited section of the people can afford to take part in the horse-racing, while other games require previous experience and some measure of special skill. Moreover, the majority of the games are calculated to bar the young foreigner who knows nothing of the delights of cricket or football and has no opportunity of extending his knowledge of other pastimes beyond the most rudimentary forms. The enthusiasm which has marked these walking competitions in Shanghai affords the belief that similar popular approval would be manifested were the idea taken up in this Colony. It is only necessary that there should be no attempt to restrict the number of entries. During the past few weeks Shanghai has been entertained by the spectacle of scores of youths and men grimly walking as hard as they can in the hope that their muscles—which have become flabby by long vigils at the office desk—may harden to enable then to win honour for the nationality they represented, and now that the race has been decided there is no doubt great jubilation in the English camp. The course was about 18 miles in extent and before a man can proceed over that distance he must have put in a fair amount of training, which is wholly beneficial for the individual and the community. In the interim, the various nationalities are brought together, with the result that mutual esteem is established and a better opinion of each other fostered and encouraged. Our correspondent waxes highly enthusiastic over the details and there seems no reason to doubt the popularity which would attach to such an event. It only requires the co-operation of a few active sports to give the scheme a start.

SUPPRESSION OF THE OPIUM HABIT.

(27th November.)

Tentative steps have been taken by the Chinese Imperial Government to secure the suppression of the opium habit among the subjects of the Middle Kingdom and thereby to pave the way for the reciprocal proposal of the British Government to prohibit the exportation of the drug either in the form of prepared or raw opium from India to China. There were serious doubts in the minds of those who regard the question from a dispassionate and fiscal point of view—as against those who are fanatical on the subject—as to the *bona-fide* intention of China to support a scheme having for its object the abolition of the use of opium. Every year large areas in Yunnan and the north-west provinces have been brought under the cultivation of the poppy, and the suggestion was freely made that China, in officially acquiescing in the views of Great Britain as expressed by Mr. Morley's statement, simply saw an opportunity to increase the value of Chinese opium at the expense of India. Considering that the majority of people in China are addicted to the drug in one shape or another and to a greater or less extent, it is obvious that the difficulties which confront any reformer in China in restricting the importation, cultivation and use of opium may be described as tremendous. Nevertheless, the Imperial Government at Peking has framed a series of regulations on the subject which may be taken for what they are worth. Most of the edicts which are sanctioned by the throne are either too puerile for notice or too drastic to be feasible. The edict presented by the Grand Council of State to the throne and ordered to be promulgated comes, we fancy, under the latter category. If it is actually carried into effect there will not be a single opium smoker under the age of 60 years throughout the length and breadth of China within ten years! That would indeed be a consummation devoutly to be praised, but, humanity being what it is in China as well as in India and England, can we honestly believe it will be brought about? Sentiment is all very fine in its way and sentimentalists who rave and declaim about the evils of opium have a large following in the enlightened countries of England and America, where, as we all know, vice is unknown and foul habits are extinct. But this question has several practical aspects which have to be faced. The ramifications of the opium trade are so widespread and the interests involved so complex and vital that it will require numerous edicts to stamp out a habit which is as old as China herself. The edict in question comprises eleven regulations, the first of which says hopefully—"The cultivation of the poppy and the use of opium are to cease within ten years." Then the area of cultivation is to be diminished annually by one-tenth, so that in ten years there will not be a poppy plant in China, which will cheer the hearts of foreign reformers, if the news were not too good to be true. Persons using opium are to be registered, and from the publication of this edict "no person may commence the use of opium," which is surely sufficiently drastic. The fourth regulation runs: "Methods must be devised for decreasing opium smoking by persons addicted to the habit. Those above the age of sixty years will be treated leniently. Persons under sixty years of age must decrease their smoking by twenty per cent. annually. Persons who evade this regulation will be punished." It will be interesting to watch how the Government will weed out the annual 20 per cent. of opium smokers. After one year (so the regulation goes) it will be impossible to purchase opium smokers' requisites in China, and divan taxes are to cease in a month. Suitable medicines will be issued gratis to persons addicted to the habit and anti-opium societies will be officially encouraged. "Special arrangements will be made to allow Princes, Dukes, Viceroys and Tartar Generals to provide substitutes for their cure. All officials under sixty must abandon the habit within six months; if they cannot do so they must retire." No doubt the Chinese Government is animated by the best of motives and by a sincere desire to wipe out the opium evil, but is it conceivable that the nation is to be tied to the apron-strings of the reformers in ten years? Of course China is capable of amazing revolutions of thought and action, and those who desire to see China regenerate regard the energy of the Cantonese in other directions, the enlightenment of the students, the native crusade against opium, and other reform movements as indications that the abolition of the use of opium is not only possible but highly probable, provided it has the countenance of the Government. The proposed regulations, however, are nullified by the fact that they cannot be promulgated in substance or form in the British or foreign colonies in the East—from Singapore in the south to Tsingtau in the north, to say nothing of the Chinese residents within the Indian Empire. Were these regulations to be promulgated in Hongkong then there would be immediately established the invidious class legislation which is opposed to the principles of British constitutional government. We have in Hongkong at present one notorious example of such legislation in the form of the Peak Reservation Ordinance, to which allusion has frequently been made in these columns. We are not convinced that even in this latter respect that law, if brought to the test, would be upheld by any properly-constituted Imperial tribunal. There was a previous instance in the Night Pass Regulations—another obnoxious form of class legislation—which was directly aimed against the Chinese, but by force of circumstances that law had to be abandoned, and to-day the Chinese may parade the streets at any hour of the night with as much freedom as any British or foreign resident. Even if opium regulations were framed against the Chinese what would prevent foreigners entertaining their native friends with the prohibited drug, so long as they did so on premises owned and occupied by foreigners? What cannot be made applicable to all residents cannot be taken as applicable to Chinese alone without raising the barrier of distinction which is subversive of the very principles that make for the success of colonial government. Should these regulations be put into force in China there would be an immediate and immense revival of opium smuggling on a vast scale, in which, it may be certain, Europeans and Americans would engage, with the consequence that international complications would result. The fact is these regulations are utterly unworkable and, if the truth is laid bare, were never intended to accomplish the object desired. The Chinese Government has merely thrown a sop to the opium reformers without providing the necessary machinery to give effect to their demands. If Mr. Morley and those who are pressing on the matter believe that the Chinese are to give up opium, that the cultivation of the poppy is to be tabooed within ten years, they are vastly mistaken and wilfully blind to the facts.

HONGKONG MARKET PRICES.

Without going into the vexed questions arising out of the enhanced value of the dollar, it is interesting to note that market prices continue to remain at their normal quotation, while in several cases the necessaries of life have actually increased in cost. Taking the last weekly report of the Inspector of Markets in Hongkong as a comparatively safe guide to the average prices of meat, poultry, fish and vegetables, and contrasting it with a similar report six months ago, we find that the price of meat has advanced all round. The Inspector is careful to state that his quotations are only average rates, so that we shall not be far wrong if we assume that the real prices are in most cases higher than those stated. In that event it would appear that sheep are considerably dearer now than they were in June, although bullocks are at the same quotation. The individual items under "butcher meat" have in no case decreased and in many cases have increased from 10 to 20 per cent. Fowls are rising in value in several instances, although it would appear that supplies from Canton have led to cheaper prices in the special varieties coming from South China or attributed to that quarter. Little change appears in the cost of fish generally as compared with June, but there has been a distinct advance during the past fortnight. As for fruit and vegetables few alterations are to be noted. The curious thing is that over a period of several years there does not seem to have been any material change in the prices charged in the public markets for food supplies. Several reasons might be advanced for this lack of variation. In the first place, the stall holders have had to pay increased rents for their stalls as the result of the competition among these who bid for places in the markets. Then again there has been no fall in the wages paid to coolies, who on a rising dollar have still demanded the rates they received when sterling-paid men were enjoying the halcyon days of depreciated silver. The labourers and all connected with the work of bringing the goods to the markets claim and obtain the wages they were paid five years ago, and in many cases they are in receipt of more to-day than they were at that time. The sum and substance of it all is, that although a few European storekeepers have found themselves in a position to reduce their prices if only that their goods might be within reach of those who are lamenting the rise in silver, the native traders are in this difficulty that their expenses have not decreased with the advance of the dollar. In fine, a dollar is always a dollar in the native market, no matter if its sterling value is 1*s* 6*d* or 2*s* 6*d* in the £. If this fact had been recognised by the sterling-paid employés much of the undoubted misery which prevails in the Colony, the pinching and scraping among those who once had money to spare, the cutting-off of everything that is not actually necessary, would not have been experienced. Possibly in the future the distinction between sterling-paid men and those who have elected to receive their salaries in local currency will disappear, owing to the fact that all employés will be advised, if not compelled, to accept the currency of the Colony for the sound and solid reason that they spend their money in the Colony.

RAILWAYS AND RAILWAY MATERIAL.

In our telegraphic columns in last evening's issue we published a telegram from a correspondent in Shanghai which is deserving of notice by those taking an interest in the various railway schemes now in progress in various parts of China. It will be remembered that Mr. Frederic Jones, Commissioner of Trade for the State of Queensland, accredited by the Governor and officials of that State, was in Hongkong some months ago, in connection with his mission, which is to draw closer the trade relations between Queensland and China, and to introduce here the fine products of that country. Later he went north, after a successful sojourn in Hongkong, and made his headquarters at Shanghai, thence visiting the likely centres of trade interests, with regard to his own point of view. That Mr. Jones is quite on the alert and wideawake to his country's interests is shown by the telegram to which we have called attention, for it will be seen that Queensland blackbutt and ironbark, as well as the celebrated Tasmanian and New South Wales woods, are debarred from competition under this extraordinary decision. When previously approached in London upon this matter the Crown Agents agreed that equal opportunity should be offered, and proper publicity given in the various Australian States to prevent rumour of unfair dealing. They then indignantly denied the assertion that there was any odour of suspicion about calling for supplies. As it happens, at the present moment large quantities of railway sleepers and other railway material are now being landed over in Kowloon, which is in itself significant. But all efforts made by us to discover the consignees or destination were met with a consistent reticence on all sides—so marked, indeed, as to almost appear inspired. If this secrecy is being maintained for the purpose of protecting British trade and interests then the British public should at least be allowed to know how well their interests are being nursed and cared for by those whose first duty it is to care for them. More must, of course, be heard on this subject after the arrival of the Queensland's Commissioner of Trade in Hongkong on Thursday next.

SINGAPORE'S AMBITION.

(28th November.)

With a distinct and faithful regard for the purpose of its mission in the Straits Settlements, the *Singapore Free Press* has been continuing its policy of devoting its attention to the requirements of the Colony, instead of ranging the world over for matters of no immediate interest to anybody and of doubtful importance in themselves. Recently an article appeared in our contemporary on the character and prospects of Singapore's commercial future, from which it appeared, that by the development of direct steam communication between Europe and the regions that used to form the tradal environment of Singapore as a distributing centre, the Colony could no longer hope for any continuance or recovery of that distributing trade. We need not point out how analagous that position is to the situation in which Hongkong may find itself should Whampoa ever emerge from its present obscurity and seek to become the port of South China. The analogy becomes complete when it is stated that just as Hongkong hopes to retain its present position by the construction of the railway from Kowloon to Canton, in conjunction with the development of railways throughout the southern provinces so Singapore trusts that the completion of the northern railway communication and the junction with the main peninsular railway system will combine to attract the distributing trade to the Settlement and divert it from Penang. But leaving that question out of consideration, Singapore is beginning to realise that the sources of additional revenue must largely depend upon the creation of new local industries. The truth of the assertion that "the more any region becomes self-supporting in its manufacture of articles for which it had formerly to depend on imports, so much the better is it for the vitality of local trade" will not be gainsaid. In considering the possible industries which might be established in the south, our contemporary suggests that the example of the enterprising merchants of Hongkong in forming a company for the manufacture of cement might be followed in Singapore, and in this connection observes: "Now we want to know why it is that we have not had yet in Singapore any attempt to create a cement manufacturing enterprise, and why such a commodity must still be imported, when locally every constituent in the composition of cement is to be obtained in limitless abundance. In a way, those who use or import cement are carrying coals to Newcastle, with the mere difference that our local resources of cement production have never yet attempted to be touched. Taking an average of the best hydraulic cements, they contain something like these constituents: Carbonate of lime, 66 per cent; silica, 18; alumina, 7; and protoxide of iron, 6. The Malay Peninsula, in its plentiful limestone formations and its various clays, possesses every possible element for the manufacture of first-class cements. With our dock, sea-wall, and mole schemes we have a big local demand ready to hand." Not only is the ambitious writer an advocate for the establishing of a cement factory in Singapore to supply local requirements, but he sees no reason why the product of such a factory should not compete with the Hongkong article in other parts of the world. Of course such a vista of possibility should appeal to the merchants of Singapore, but it is to be feared that many a year will pass before even the most advanced apostles of commercial development in the southern Settlement can hope to manufacture a product which will rival that of the Green Island Cement Co., for which Messrs. Shewan, Tomes & Co. are the general managers. The fact that the progressiveness and enterprise of the local company, the excellence of its product, and its commercial importance to Hongkong, to say nothing of its value to the

residents of Kowloon who are directly or indirectly benefited by the labour required at the factory, is a disinterested testimony to the wide interests of the Company which is distinctly valuable. It may be that in the dim and distant future Macaulay's New Zealander on his way *via* Singapore to view the ruins of London may stand amazed at the cement factories of Singapore, but even then he will be faced by the ever-present utility of Green Island cement, produced by a concern which is ever expanding its interests and increasing in vitality. There is, at least, no need to fear the competition of Singapore in this respect, and we might suggest that the energetic spirits of Singapore who are desirous of developing the commercial resources of that Colony should look in other directions and leave cement severely alone if they hope successfully to compete, in an already crowded field, against the cement produced by the Green Island Company. At the same time we thoroughly endorse the suggestion of the *Free Press* that Singapore merchants should be on the outlook for additional sources of revenue by the establishing of fresh local industries.

H.E. VICEROY CHOW FU.

The practical and capable way in which his Excellency Chow Fu, the new Viceroy of the two Kwang, has taken up his duties, augurs well and favourably for the future, and no less for the early settlement of those vexed questions in the foreign policy of the Viceroyalty, which arose during the administration of his predecessor, Viceroy Shum. His first official act in taking firm hold of the affairs of the hitherto sadly mismanaged Yuet-han Railway, shews that his policy is to be a bold and progressive one. He has replaced Mr. Chang To Chai, the former President of the Yuet-han, by an experienced and capable engineer, in the person of Mr. Sum Tung, who has had many years' experience of railway construction and management in the north, and in this matter has pleased not only the Throne, but all people interested in the integrity and welfare of that important commercial highway. This change in the personnel of the Yuet-han railway has not been effected without opposition from what may be considered as the reactionary party of Kwangtung, since the latter has been at pains to stir up a number of the shareholders of the railway to repudiate the Viceroy's appointee, and to put forward in his place one Lai Kwok Lim, a wealthy banker of Canton. In face, however, of the Imperial approval of his Excellency's nominee, and the firm stand taken by the Viceroy himself, this first attempt to undermine the Viceregal authority has been nipped in the bud. In a special interview granted by him to one of the most influential of the shareholders, his Excellency pointed out that, although he had seen fit to appoint Mr. Sum Tung to be President of Railway, the merchants were not to go in fear that the concern would, in any way, be controlled by the officials, but that the latter, while leaving the actual running of the railway to the merchants—who were the real proprietors—were bound to keep a parental but firm supervision of the company and its line. He further made it clear that, as it was most important that the accounts of the company should be correctly and inviolably kept, those who collected or paid out money in the course of the company's work would be held responsible to him personally, through the Managing Director, for all such receipts and payments; meaning thereby that his Excellency had firmly set himself against the possibility of any little *leakage* occurring in the Company's financial transactions. Having settled to his satisfaction the momentous matter of the Yuet-han Railway, this physically feeble but mentally gigantic old Viceroy proceeds to gather together under his own direction the schools and other educational factors of his province, throughout which he has proclaimed his intention of re-organizing the entire system of teaching and education in general, and placing it upon such a basis of liberality, freedom, and enlightenment, as to bring the possibility of a properly graded education within the reach, not only of the classes, but also of the masses. Thereafter his Excellency turns his vigorous attention to affairs of justice, to the administrators of which in the persons of Judges, Magistrate, and Officials, he issues an order that the utmost care be exercised in delivering judgments in cases where Missionaries and Foreign subjects are concerned. Additionally to setting his own household in order, he has ordered that the Provincial Treasurer's yamen be demolished, and that upon the ground thus left vacant, there be erected a public market, the profits accruing from which are to be devoted entirely to the support of the educational establishments. In only two matters do we notice any retrogade tendency in the instructions issued so far by H.E. Chow Fu, one of which, viz., the order for his officials to discard the semi-military uniform hitherto in vogue; we rather commend than otherwise, since it is our opinion that every man looks more natural and dignified in his own national costume; and the other that work upon the Canton Public Garden be discontinued. This latter order we deplore, since everybody who knowns Canton well recognizes the necessity of a lung of some kind in that insalubrious city. We trust, however, that the stoppage in the construction of this valuable improvement may be only of a temporary character. His Excellency, already, in the drastic reforms which he has so early set himself thus vigorously to initiate, shows that not only in his prefectural policy will he rule his province with a firm hand, but that his foreign policy also will be of such an enlightened character as to bring both Chinese and foreigners to a better and more amicable understanding of each other both commercially and socially. Finally, he has repudiated the advances made to him by the majority of those high officials who served his predecessor, evidently preferring, for the sake of the province which he rules, and for his own personal ends and satisfaction, capable men whom he knows, and whom he can trust to follow implicitly, and without question the policy which he has laid down for them.

A QUESTION FOR MARINERS.

(29th November.)

Shipmasters and those who have the best interests of the shipping community at heart will view with considerable misgiving the report that it is proposed by a number of prominent Liverpool shipowners to exercise their influence in inducing the Board of Trade to reduce the qualifying time for second mates' certificates of competency from four years to three years. It appears that these shipowners have inaugurated a training scheme for ships' officers, with the object, according to the chief representatives of the Merchant Service Guild, of obtaining a greater supply of officers. Obviously the scheme itself is open to condemnation by those who are most interested in the seafaring profession, the ships' officers themselves; for it must be apparent to them that the influx of raw and immature men must injuriously affect their status in the service, so far as the general public are concerned, and at the same time affect their own pockets. With an abundant supply of officers possessed of a ticket of sorts, salaries are bound to be reduced all round, and only the certificated master mariner will be in any thing like a position of safety. But, of course, there are many youths who would readily take advantage of the innovation and accept the qualifying period at the behest of the owners. Only when a new gang had qualified and were pitchforked into second officers' places would they begin to realise the foolishness of which they had been guilty. The point that an officer may be as fully qualified after three years' experience as he would be after four is not necessarily disputed, although the Merchant Service Guild will not accept that dictum. But the longer period allows of promotion for the senior officers who in turn provide places for the younger men. What the owners seem to want is a plethora of officers at cheapjack rates, officers who might possibly be more ornamental than useful, but who would give that touch of colour to a ship which would lull the nervous passenger into security. The secretary of the Guild in expressing the views of that body observes that the scheme if adopted "would be entirely against the interests of safety in the merchant service. It is not training alone that is required for officers. Ripened experience and an adequate sense of responsibility can only be secured through sufficient length and width of service, and four years' qualifying service—as at present—for a second mate's certificate of competency is in reality too short to prepare a man for the important duties and immense responsibilities which must be reposed in him." There are few on the China coast who would support the scheme, for the difficulties of masters and chief officers are sufficiently great at present without their being saddled with new responsibilities in the shape of incompetent second mates. Moreover, the prospect of any reduction in the pay would only further embitter the lot of those who already are in many cases underpaid. It would in all probability have the effect of filling the seamen's homes and in the end affect the prospects of all concerned. Unless the owners have stronger arguments to offer in favour of their proposal it is to be hoped their representations to the Board of Trade will prove to be still-born.

A RULE OF THE ROAD.

Years and years ago—the chronicles consulted by us do not tell us exactly how long ago—but presumably when Hongkong was still in the bud, and before the advent of reclamation works and electric juggernauts, we believe—with an emphasis upon the word *believe*—that there really *did* exist in this Colony of our, something in the shape of an unwritten law—or a general understanding absorbable by the crassest and thickest headed of mortals—which was known to people under the self-explicatory pseudonym of "The rule-of-the-road." Of late, it being our business, among other matters to trace, on behalf of the public, things which are lost, we have set ourselves the task of discovering the "Rule-of-the-road" in Hongkong, with the most heart-rending and disappointing results. We have sought "the rule" upon the Peak, we have sought it upon the middle and lower levels; we have sought it upon the flat; in Wanchai, and in West Point, also, likewise—and by special request—in Kowloon; and can find no trace of it. Like the Dodo, the Great Auk, the Melogasaurus, the Snark, rational dress for women, and English good manners, the Rule-of-the-road appears to have gone into that happy state of retirement known as total extinction, until such time as the Governor, the Legislative Council, or the Police, proceed to rake it out like a sleepy bear from its hibernation quarters. To the passenger on foot, to the passenger by ricksha, to the bicyclist, and the passenger by gharry, the advent of the electric car has come as a very mixed blessing. In fact, in spite of the general utility of the service, it has, in the matter of the regulation of the traffic in our crowded thoroughfares, only served to make confusion worse confounded, since it drives smaller vehicles into narrower places and spaces. We made an after-tiffin return recently from the neighbourhood of the race-course to our office, in one of those nondescript funereal vehicles, which, in Hongkong, are given the courtesy title of *rickshas*. Our experience of that drive will never fade from our memory, since we—that is to say, the man in the shafts and his obedient but uncertain vehicle—threatened life and invited death at every 50 yards stage of our triumphal flitting. Starting from the extreme east of the Wanchai Road we had obtained, luckily or unluckily, from a point of view of speed, a veritable ostrich among ricksha coolies—we flew through that lively thoroughfare upon our criminal career, passing everything ahead of us, shaving other rickshas both coming and going, bumping into or brushing aside decrepit old men and women, missing the wholesale slaughter of innocent children by hairbreadths, fouling a Chinese hawker on the rear, and a bamboo-coolie on the off side, as the erratic fancy of our coolie dictated our course. We skidded on and off tramlines, bumping into the foremost and latter ends of men, women and things; cannoned off the red—in the shape of men of the West Kent and 3rd Middlesex—on to the blue—in the persons of Marine Artillerymen and men of the fleet. We bore down, like the original and only Assyrian—upon a gang of boys returning to school, and played ducks and drakes with a party of Chinese country cousins, who were taking in the wonders of Hongkong by fixedly staring at the firmament. The only thing which we did not but, bump into, cannon off or shave was the Sikh policeman who stands on duty just below our office, but we made a very good feint at knocking him down, and might have succeeded, had he not moved into safety. We were deposited at our own door in a state of profuse cold perspiration, and with the scalp of our head wrinkled into nullahs of horrified anticipation. To go into Queen's Road to shop, or for a stroll, at any time of the evening from 5 till 9 o'clock entails a degree of danger and discomfort such as we have experienced nowhere else in the Far East. Personally we prefer, in making a hazardous adventure of this kind, to walk in the middle of the road, as, in spite of the strong magnetic attraction the person of the pedestrian seems to have for ricksha hubs and shafts, it entails, in the end, a smaller expenditure in splints and arnica plaster than would be the case did we confine our perigrinations to the over-crowded pavements. Speaking seriously, if one confines herself, or himself, to the shakeded side walks of our streets, it is only to emerge as if from the scrum of an American football game, at its worst and roughest. Every woman who passes you, in the jostling that she herself receives, is incidentally, if unwittingly, the authoress of an attempt to gouge your eye out with her parasol. Your best friend, from a pure spirit of self-preservation, elbows you in the ribs; and in the unseemly scramble for room to breathe and move, loathly persons whom you have never seen before—and never desire to see again—tread upon your most sacred corns, and glower at you by way of apology. Without doubt, the awful and fear-inspiring misregulation of the traffic, both pedestrian and vehicular, upon our streets, calls for much greater supervision than is given to it at present. Whilst we admit that we possess one of the finest body of Police, which it is the fortune of any Crown Colony to own, we cannot expect them to go so far out of their duties, already too multifarious—as to become transit inspectors. The "Rule-of-the-road" must, for the safety and comfort of all of us, be much more rigorously enforced than is the case at present. If the Colony cannot afford a few properly qualified transit officers—and surely we can always find enough time-expired Atkinses among us to supply our want—why not, we would suggest, expend a few hundred dollars upon enamelled notice plates, which might be hung upon brackets from the colonnades of our shop-rows, and fixed upon standards in the centre of each road-crossing, bearing, in English and Chinese characters, the simple but eminently useful device "Keep to the Left." Power invested in the Police to summarily fine, to a small extent, any one flagrantly guilty of violating this rule-of-the-road, would, we have confidence, bring about the required result in regulating traffic of all kinds upon the thoroughfares of our city. In making this suggestion we are fully possessed of the courage of our convictions. If the careless majority of wayfarers will not mend their ways, then let them pay in some measure for the discomfort which they unthinkingly force upon the more considerate minority.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

KOWLOON-CANTON RAILWAY.

THE FIRST SHALLOW.

[*From a Correspondent.*]

Shanghai, 26th November.

The Queensland Commissioner left Shanghai to-day by the s.s. *Malta*. Mr. Jones is proceeding to Hongkong in connection with the supply of timber for the Kowloon to Canton railway and the determination of the Crown Agents not to permit open tenders for Australian lumber for the sleeper supplies.

CHEKIANG RAILWAY.

FIRST SOD TURNED.

[*From Our Own Correspondent.*]

Shanghai, 26th November, 3.15 p.m.

The first sod of the Chekiang railway was turned on the 14th inst.

FOREIGN CONSULS HONOURED.

TAOTAI'S BANQUET ON EMPRESS DOWAGER'S BIRTHDAY.

[*From Our Own Correspondent.*]

Shanghai, 26th November, 3.15 p.m.

The Taotai of Shanghai gave a banquet to the foreign consuls in honour of the Dowager-Empress's birthday yesterday.

INTERNATIONAL WALKING MATCH.

VICTORY FOR ENGLISHMEN.

Shanghai, 26th November, 3.15 p.m.

The international walking match was won by the English team, four of whom were among the first nine who returned.

Mr. Featherstonhaugh was the winner of the match.

The French team came in second, while the third home were the Scotch representatives, and the Portuguese arrived fourth.

The time of the winner was two hours and forty-four minutes.

SHIPPING DISASTER.

JAPANESE VESSEL WRECKED.

TWENTY-EIGHT LIVES LOST.

[*From Our Own Correspondent.*]

Shanghai, 26th November, 3.15 p.m.

The *Kensoi Maru* has foundered off the south coast of Korea.

Twenty-eight lives have been lost.

CHINESE DISTRESS.

FAMINE APPEALS FOR HELP.

INFLUENTIAL COMMITTEE FORMED.

[*From Our Own Correspondent.*]

Shanghai, 27th November, 2.45 p.m.

An influential committee composed of Chinese and foreigners has been formed to administer the relief fund for the benefit of the distressed people of Kiangpeh.

Famine relief appeals have been drawn up locally asking for help from sympathisers in Europe and America.

It is stated that £250,000 is required to alleviate the distress of the people.

MANCHURIAN RAILWAY.

COMMISSION'S CONFERENCES ENDED.

CHANGCHUN TO BE ONE OF THE TERMINI.

[*From Our Own Correspondent.*]

Shanghai, 27th November, 2.45 p.m.

The Manchurian Railway Commissioners have now concluded their deliberations.

A proces-verbal was signed to-day by the Japanese and Russian Commissioners.

From a communication which has been issued it is understood that the proposal to constitute Changchun one of the termini has now been rendered feasible.

SHANGHAI DOCK SCHEME CARRIED.

ANTAGONISTIC SPEECHES BY PROMINENT SHAREHOLDERS.

ENORMOUS MAJORITY IN FAVOUR OF THE PROPOSAL.

[*From Our Own Correspondent.*]

Shanghai, 28th November, 11.15 a.m.

An extraordinary general meeting of the shareholders of the Shanghai Engineering and Dock Company was held yesterday to confirm the resolution proposed and adopted at a previous meeting which was to the effect that the property known as the Old Dock should be disposed of for the purpose of being converted to the use of a wharf and godown company.

Mr. F. E. Taylor moved the adoption of the resolution as he had done at the previous meeting.

Mr. Holliday seconded.

Intensely antagonistic speeches of great length were delivered by Mr. G. Neilsen, Dr. Gilbert Reid and Mr. H. Keswick.

The sense of the meeting was then taken by a show of hands.

It was declared that the resolution had been carrried by thirty-eight votes to twenty-three.

Mr. Taylor thereupon demanded that a poll of the shares represented at the meeting should be taken.

Eventually it was found that shareholders representing 28,288 shares had voted in favour of Mr. Taylor's resolution and 2,723 against.

The resolution has accordingly been duly passed.

[The resolution in question, which was passed at a previous meeting which was called on the 1st inst. for the purpose of considering a proposal which had been made by thirty-eight shareholders for the formation of a Wharf and Godown Co. to acquire the Old Dock property and part of the property between the Cosmopolitan and International Docks, was in the following terms: "That the Directors be and they are hereby authorized to dispose of the property known as the Old Dock situated in Hongkew and of part of the property situated between the Cosmopolitan and International Dock as lately advertised in the public Press to a limited company to be incorporated under the Hongkong Ordinances with a capital of Tls. 1,780,000 in shares of Tls. 25 each, and having for its principal object the construction of wharves and of godowns on the property to be sold, and the carrying on of the business of wharfingers, and that the consideration for such sale shall be the sum Tls. 1,380,000 to be satisfied by the allotment issue to this Company or their nominees of 55,200 fully paid-up shares in the capital of such proposed new Company." Sir Charles Dudgeon seconded the resolution, which was an amendment to the original motion, and it was eventually declared carried by 36 votes to 2.—Ed., *H.K. T.*]

LEGAL PROTEST THREATENED.

[*From Our Own Correspondent.*]

Shanghai, 29th November, 8.15 p.m.

It is stated that it is Doctor Gilbert Reid's intention to enter a legal protest against the adoption of the Wharf and Godown Scheme passed by an overwhelming majority of shareholders at the extraordinary confirmatory meeting of the Shanghai Dock and Engineering Co., Ld., on the 27th inst.

[To those who have followed the interesting report of the proceedings in reference to the scheme Dr. Reid's proposed action appears rather curious. At the first extraordinary meeting of shareholders on the 1st inst., when Dr. Reid had criticized Mr. F. E. Taylor's exposition of the origin and development of the proposal to form the new Company, Mr. Taylor remarked—Perhaps Dr. Reid would make an offer to rent the land at the opposite side to feed cows on. Mr. Read—I am prepared to take over Dr. Reid's interest at today's quotation straight off. Dr. Reid is reported by the *N. C. D. News* to have accepted the offer, and it is safe to conclude that Dr. Reid's interest in the Dock Co. accordingly ceased.—Ed., *H.K.T.*]

ANOTHER FLOATING MINE ACCIDENT.

IGNORANT VILLAGERS KILLED AND INJURED.

[*From Our Own Correspondent.*]

Shanghai, 28th November, 11.15 a.m.

News has been received that a mechanical mine, which had drifted ashore on the coast of the prefecture of Akita, was tampered with by the villagers.

The mine suddenly exploded, with the result that ten persons were killed and 50 wounded.

THE HONAN FAMINE.

REFUGEES AT WOOSUNG.

[*From Our Own Correspondent.*]

Shanghai, 30th November, 8 p.m.

Famine refugees from Honan are arriving at Woosung.

The men have the appearance of starving and are in a state of semi-nudity.

THE SHANGHAI TRAMWAY.

CHINESE APPREHENSIVE.

[*From Our Own Correspondent.*]

Shanghai, 30th November, 8 p.m.

The Chinese Chamber of Commerce entertain some apprehension upon the advent of the Tramways and have accordingly addressed the Taotai on the subject.

The Chamber desire that regulations similar to those for Tientsin should be promulgated for the control of the Tramway in this Settlement.

A SUGAR CONTRACT.

ALLEGED BREACH.

In Original Jurisdiction this morning his Honour the Chief Justice presiding, the Holland China Trading Company, of Alexandra Buildings, Hongkong, sued the Tong Tai firm, traders, of No. 93 Wing Lok Street, to recover the sum of $2,137.22, being the amount of damages sustained by the plaintiffs by reason of the alleged breach of contract for certian bags of sugar.

Hon. Mr. H. E. Pollock, K.C., instructed by Mr. G. D. Wilkinson, of Messrs. Wilkinson and Grist, appeared for the plaintiffs, while the defendants were represented by Mr. M. W. Slade, instructed by Mr. F. X. d'Almada e Castro.

Hon. Mr. Pollock said that this claim was brought to recover the sum of 2,137.22, due by the defendants to the plaintiffs as damages for breach of contract. The facts were that on the 31st May, 1905, plaintiffs entered into a contract with defendants to sell to the latter 500 bags of sugar, weighing in the aggregate 835.52½ piculs, which the plaintiffs were to order from Holland, to be shipped as follows: 175 to be shipped as soon as possible and the balance of 325 to be shipped one month later than the first shipment, the price to be $7.50 per picul less two per cent discount. A note of the contract was made in writing, and the plaintiffs craved leave to refer thereto. When the sugar arrived in this Colony in December, 1905, and January, 1906, the plaintiffs forthwith notified the defendants of the arrival, and asked the latter to take delivery of the goods, but the defendants refused to do so, and the sugar was therefore sold by public auction, in consequence of which the plaintiffs suffered damage to the extent of $2,137.22 and now claimed that amount. The defendants admitted entering into a contract with plaintiffs for the purchase of 500 bags of sugar, but denied that by the terms of that contract the sugar was to be ordered from Holland. They affirm that the sugar specified in the contract was "Austrian crystals, B R.B., and/or similar crystals and marks," and might have been ordered by the plaintiffs from anywhere. The defendants negotiated for the purchase of the sugar through one Ming Kee, a salesman in the employ of the plaintiffs, and they signed the agreement on the terms stated by them. They were unable to speak or read English, and the whole transaction was carried out through Ming Kee. Defendants did not admit that the sugar arrived in the Colony as stated by the plaintiffs, or that the plaintiffs requested them to take delivery, or that the latter refused to do so. The defendants say that on the 25th November, 1905, they gave notice to plaintiffs that on account of the failure of the plaintiffs to deliver the said sugar they would no longer consider the contract binding on them. Defendants did not admit that the sugar was sold by public action, or that the plaintiffs had suffered any damage.

Evidence was then called on behalf of the plaintiffs, and the case was adjourned.

THE INDIAN SOLDIERS.

APOLOGY FROM REGIMENT REFUSED.

29th ult.

Ever since Mr. P. W. Goldring and Mr. F. C. Barlow, solicitors, were assaulted in the garden of their house at Kowloon by Indian soldiers, matters have not been allowed to remain idle. It leaked out this morning that, immediately after the assault was alleged to have taken place, Mr. Goldring demanded an apology from the regiment for the conduct of two of their men. This was refused, and Mr. Goldring has placed the matter before the Court, where it will be settled in a few days. The particulars of the affair which led to the trouble, and which were given publicity at the time by us, were as follows:—During the month of October, and previous to that, Mr. Goldring, with whom resides Mr. Barlow, discovered that his stock of poultry had been growing less each day, and other things in and around the house had been vanishing. The thief or thieves could not be found. On the morning of the 15th October Mr. Goldring saw two Indian soldiers, one of whom was carrying a gun, trespassing in the garden. We might mention here that there is a fence around the property. Mr. Goldring approached the soldiers, asked them their business, and on getting no reply, they were told to "get out." One of the soldiers, we are informed, turned on Mr. Goldring and struck him on the mouth with his fist, while the other soldier made an attempt to bring the butt end of his gun in contact with the gentleman's head, but the blow was warded off in time by Mr. Goldring raising his arm above his head. The blow struck his forearm, and caused him some pain for several days after. The assault was witnessed by two ricksha coolies, who were waiting to drive the two gentlemen to the ferry wharf.

Mr. Goldring, on receiving a reply to his letter demanding an apology from the regiment, took out summonses against the soldiers, and we learn that there are five cross-summonses to come from the other side. Mr. G. E. Morrell, of Messrs. Dennys and Bowley (Crown Solicitors), appeared for Mr. Goldring and Mr. C. E. H. Beavis, of Messrs. Wilkinson and Grist, intimated that he appeared for the soldiers when the case was called on before Mr. F. A. Hazeland, this morning, at the Police Court. He applied for a remand, remarking that he did not know what was going to be done in the case. His Worship formally adjourned the case until to-morrow at 11 a.m.

SERIOUS STABBING AFFAIR.

BOATMEN ENGAGE IN FREE FIGHT.

Three men—the coxswain, the engineer and a seaman—part of the crew of No. 3 steam water boat, are now lying in a ward in Government Civil Hospital suffering from multiple knife wounds which they received in a free fight. The condition of one of the men is very serious, but the doctors think he will live.

Chan Kan, master of cargo boat No. 494, and a *fokt* were locked up at the Central Police Station on a charge of maliciously cutting and wounding the three men in hospital, and another, whose wounds were so trivial that it was not necessary to send him to hospital.

At about four o'clock yesterday afternoon cargo-boat No. 494 was going alongside Wing Lok Street Wharf. No. 3 steam water boat, coming in another direction, was also bound for the same wharf. A few yards west of the wharf the water-boat collided with the cargo-boat, doing practically no damage. There was a quarrel, which resulted, as it is alleged, in a challenge being issued by one of the parties, which was accepted by the other side. They repaired to the wharf, where the quarrel was renewed, and the cargo-boat crew dashed into the men belonging to the water-boat. During the fight the cargo-boat men were alleged to have drawn knives and attacked their opponents, doing serious injuries. When the police arrived on the scene the three water-boat men were found lying on the wharf, bleeding freely from their wounds, and their assailants nowhere to be found. The injured men were promptly dispatched to hospital for treatment, and from information received the police boarded the cargo-boat and arrested the master and his *fokt*. At the Central Police Station the master of the cargo-boat, a queue-less Chinaman, was recognised as having once been an inmate of the Lunatic Asylum.

The two prisoners were arraigned before Mr. F. A. Hazeland, at the Police Court, this morning, on the charge, but the case was adjourned for one week, owing to the absence of the complainants in hospital.

PICKPOCKET CAPTURED.

FUN BETWEEN LUKONG AND DISTRICT WATCHMAN.

The stillness of the night was broken only by the soft sounds of a drizzling rain that fell in a silent lane. Every house in the vicinity was in darkness, signifying that Morpheus had been wooed and won. Even the flickering light of a lamp-post in the lane refused duty. The time was 3 a.m. At the further end of the lane a man was seen prowling about the doorsteps. In his right hand he held a glistening looking article. Suddenly he left his hiding place and was seen to be following two pedestrians. There was a short interval, and then there was a marvellous change. "Pickpocket!" "Hold him!" "Save life!" were the cries that disturbed the tranquillity. By the flickering light two men were seen struggling against a wall. Pandemonium reigned. A sleepy-looking district watchman in plain clothes, who was pacing the side walk, dashed into I Yik Lane, from whence the noise came, and seeing the two men struggling he grappled with the night prowler. In the struggle that followed the district watchman seized the man by the hand that held the glistening-looking article. He released it pretty quick for he had cut his fingers with the razor the night prowler held. A Chinese detective heard the cries on passing the lane and he also made for the scene. The *lukong* set in to work at once. He grabbed the district watchman by the coat collar and the night prowler by the queue, separated them, and marched the pair to the West Point Police Station. "Fighting in the public street," was the charge laid against the two prisoners. The district watchman disclosed his identity and told his story to the amazement of the *lukong*. The two passers-by, who were attacked by the night prowler, gave their version of the story, which in part corroborated with the district watchman's statement, and the night prowler, who gave his name as Lam Pui, was held on two charges: Being a rogue and vagabond and carrying a dangerous weapon, to wit, a razor, and unlawful possession of $10, which was suspected to have been stolen. He was asked what he had to say, and it is reported, he made a confession. Prisoner said he only arrived in the Colony from Canton yesterday. He was taught how to pick pockets, he said. The ten dollars that was found on him, he went on, was obtained by cutting a man's pocket with the razor, as he wanted money to buy rice.

He was placed before Mr F. A. Hazeland this morning, and was represented by Mr. C. F. Dixon, of the office of Mr. John Hastings.

His Worship read the statement accused made at the station, which said he stole the money to buy rice, and remarked; "How is it he wanted the money to buy rice and he can find money to pay a lawyer. Ill-gotten gains, I think.

Mr. Dixon presumed that his friends were responsible for that.

His Worship held accused on $1,000 bail, and remarked that he is bound to go to gaol.

"BEHAVING in an insulting manner in the presence of a Magistrate when acting in the direction of his duty, by smoking in Court, on the 26th instant," was the charge entered against Chan Ying, a diver, of No. 9, Macdonnell Road, Kowloon, in the Central Police Station charge-room, shortly after noon on Monday. A case was being heard at the time, when the Constable of the Court noticed a thin streak of smoke ascending over the heads of the spectators at the back of the Court. He quietly slipped in that direction and found Chan Ying puffing as hard as his wind would allow at a cigarette. He was taken to the charge-room, and later released on bail of $5 to ensure his attendance at Court the following morning. He did not appear, however, when the case was called on Tuesday, and Mr. Hazeland forfeited his bail.

THE "HEUNGSHAN" INQUIRY.

CAPTAIN AND OFFICERS COMMENDED.

THE FINDING.

27th ult.

At the Marine Court this morning, a Court of Inquiry was held by Lieut. C. W. Beckwith, R.N., Harbour Master and Marine Magistrate, Commander Edward Winthrop, R.N., H.M. Naval Yard, Harry Gaukrager, Esq., master, British s.s. *Doric*, and Thomas A. Mitchell, Esq., master, British s.s. *Sui Sang*, sitting with him as assessors.

The notice for the inquiry and the warrant for holding the Court having been read,

George Frederick Morrison, master of the s.s. *Heungshan*, sworn, stated: At 8 a.m. on the 18th September he left Macao, with moderately north-western wind, light sea, and cloudy weather. The wind increased slightly until 9.30 a.m., when a heavy squall carried away the upper awnings. We then made all fast, and I turned the ship to the north-west, to enable the crew to ship the typhoon doors, and furl the awnings. The wind was increasing, and there were frequent heavy squalls from the North-west. At 9.50, I saw the end of Saw Chau, bearing E.N.E., distance 1½ miles—about. The wind and sea there increased with typhoon force, accompanied by blinding rain. I then altered my course to W. and W. by S., steering at full speed until 10.20, when I decided to anchor. I slowed my engines and anchored, letting go my starboard anchor with 15 fathoms of chain, and then I let go the port anchor, and then I veered away my chain until I had 90 fathoms well outside on the starboard anchor, and 75 fathoms well outside the port pipe. The depth of water was about 4 fathoms. I there endeavoured, by working my engines, to bring her head up to her anchors, which were some five points on the starboard bow, but owing to one of the awnings blowing adrift I could not get her head up. At 10.40, finding my efforts to bring her head up towards her anchors unsuccessful, I stopped the engines. The Chief Officer was stationed at the windlass, carefully watching both cables, to see if she dragged. By this time a strong typhoon was blowing from the west, with blinding rain, the ship still with her head south lying quietly to her chain. I thought this was the effect due to the flood tide making against the wind. The next thing I knew was at 12.10, in the midst of blinding rain and a terrific squall, I saw rocks close on my port side. I am of opinion that the ship had struck about her port quarter some few minutes before that. As soon as I saw these rocks I put my engines full speed astern, but stopped them immediately as I found that she had taken the reef hard and fast. I then gave the chief engineer orders to blow off the steam, as there seemed to be considerable panic amongst the Chinese passengers, numbers of whom were on the guard, ready to jump into the breakers, and tried to get to the shore, and I considered it advisable to get lines to the shore. The chief officer, Mr. Grainger, volunteered for this task, and successfully managed to reach the shore, through the boiling surf, and was badly bruised and knocked about by the rocks. After this we passed several ropes ashore, Mr. Grainger being assisted by Mr. Harvie, second engineer, who by this time had finished his duties in the engine-room. Then, assisted by the Chief Engineer, Mr. Johnstone, we passed the passengers, by means of the ropes to the shore, having put life-belts on them before leaving the ship. Many of them on the way to the shore were dashed away from the ropes, but with the exception of two only, were rescued by those two officers on shore, Mr. Grainger and Mr. Harvie. The two women who were drowned were drowned before we got the ropes ashore. It was impossible to render any assistance owing to the panic amongst the passengers and the officers being employed in endeavouring to get communication with the shore.

His Worship: What sea-sized anchors have you in the *Heungshan*?

Witness: Two patent anchors, 28 or 30 cwt., and chain to the amount of 120 fathoms to each anchor.

Are your anchors constantly marked and attended?

Yes, constantly attended, by the chief officer and carpenter.

How far should you imagine you had steamed after sighting Sawchau before you anchored?

About two miles, making my estimation 3½ miles from Sawchau.

Have you ever before, riding out a typhoon in the *Heungshan*, had any difficulty?

Yes, but I had no difficulty through the anchor dragging, although I had less chain out than on this occasion.

To Commander Winthrop: When you found yourself on the reef did you notice how your cables were bearing?

Witness: Yes, both my cables were on the starboard quarter, the port chain being under the bottom of the ship, and taut out.

After you anchored, you said in your statement, you veered to 75 and 90 fathoms respectively; had you both cables there on an equal strain?

Yes; it appeared that there were both on equal strain.

Captain Gaukroger: Did it appear to you when you left Macao on that morning that you were in a typhoon?

No, I did not think I was going to be in a typhoon, as I had no indication by my barometer until later.

Which anchor did you have the 90 fathoms on?

On the starboard, which was the heavy anchor.

You said in your statement that the ship's head was south, the wind north-west and westerly, your anchors were some five points on the starboard bow, South-West by West; did you have no indication at all about the ship dragging or drifting?

No; I considered that the tide was making against the wind, this would account for the ship lying so quietly to her cable.

Captain Mitchell: Did you give the ship a sheer with the helm after letting go the first anchor, and before letting go the second?

Witness: No; I did not think it advisable as she was blown well astern of her anchors.

Ernest H. Grainger, chief officer of the *Heungshan*, sworn, said:—We left the wharf at 8 a.m. on the 18th September. We had six European passengers, 543 Chinese passengers, and 57 crew. The weather was fine but cloudy, looking like rain; the barometer was high and steady. Shortly after 9 a.m. the weather began to get worse, the ship began to roll and pitch, and I then proceeded to get the typhoon doors ready for shipping. But finding this impossible, owing to the roughness of the sea on the weather side, I asked the master to make a lee for me, which he did by turning the ship toward the wind. Shortly after this the master sent for me and told me to stand by the anchors, giving me orders that, when I let go the starboard anchor, to veer to 15 fathoms and then let go the port anchor, which I did, veering to 90 fathoms on the best anchor, and 75 on the port. They appeared to have equal strain and were broad on the starboard bow. This would be about 10.20 when I finished with the anchors, but as I had instructions from the master to remain by the windlass and watch the cables carefully to see if the ship was dragging, I stayed down until about noon, when I went up on deck, to see what was going on, as I felt something bumping, and I had hardly arrived there when the ship struck. I then got all the sailors together and endeavoured to quieten the passengers who were beginning to panic. The Captain then consulting me about the best way to get the passengers ashore through the surf, I volunteered to try and get some ropes ashore which I managed to do, assisted by Mr. Harvie, the second engineer, after he war finished in the engine-room. The Captain and Chief Engineer remained on board to organize the stream of passengers who were coming along to get ashore. A great many of them were washed away from the ropes while passing to the shore, but we managed to rescue all of them except two women who were drowned previously to the ropes being got ashore.

Commander Winthrop: When you were attending the cables after the anchoring, were you in a position either by sight or touch with the cable to tell if your anchors were coming home?

Witness: I had my hands on both cables repeatedly during the whole time I was down there, but felt no indication of any jerk which would indicate the ship's dragging.

John O. Johnson, Chief Engineer, sworn, was the next witness.

To the Court: What steam had you on the morning of the 18th September, when you left Macao?

Witness: I had 150 lbs. steam, which would give the ship some 13 knots, under normal conditions.

Can you remember how your engines were worked after anchoring?

As far as I remember the engines appeared to be worked alternately, as if to manœuvre the ship.

What did you do after she struck?

Finding the water coming in through the tunnels I shut down all the tunnel doors, and then closed all the water-tight doors in the engine-room. Then as the water rose in the stokehold, to prevent explosion, I opened the safety-valve and blew off the steam.

THE FINDING.

The evidence being all completed, the President of the Court said:—We, the Court, find that the British steamship *Heungshan*, official number 95,855, of Hongkong, of which George Frederick Morrison, master mariner, certificate No. 384, New South Wales, was master left Macao on the 18th September, 1906, for Hongkong, at 8 a.m., with a general cargo, six European passengers, and 534 Chinese passengers, and 57 crew. The ship was full powered and well found. The weather was cloudy, with moderate N. W. breeze, the barometer high and steady. At 9.30 a.m. the wind increased by a series of heavy squalls, and the sea rapidly rose. The ship was then turned round to N.W. to assist in getting the awnings furled and the typhoon doors shut. That at 9.50 the south end of Sawchau was seen, bearing E.N.E. 1½ miles. The wind by this time having increased to typhoon force, accompanied by blinding rain, the ship then heading about W. by S. and steaming at full speed until about 10.20 a.m., when the master thought it advisable to anchor. The engines were slowed down, and both anchors were let go in a seamanlike manner, with 90 and 75 fathoms of chain respectively, well outside the hawse pipes, and carefully attended by the Chief Officer. The engines were worked for a considerable time to enable the ship's head to be brought to the wind, but without success, as the ship was lying easily to her chain, and the engines were stopped. We, the Court, are of opinion that the master was thoroughly justified in anchoring when and where he did. After taking fully into consideration the condition of the weather, and the impossibility of seeing through the blinding rain, and that after anchoring all due precautions were taken, the chain being carefully watched, and no indication given by jerk or otherwise which it would be usual to expect, but that she must have dragged both anchors a distance of about 3½ miles, we, the Court, find that after the ship took the reef, everything was done by the master and officers to save life and property, special commendation being due to Mr. Grainger, the chief officer, and Mr. Harvie, the second engineer, in getting ropes ashore in the breaking sea, and generally helping and rescuing passengers who were washed away from the ropes in the heavy surf.

We, the Court, are of opinion that it was largely due to the gallant exertions of these officers that only two lives were lost, and taking into consideration the abnormal conditions under which the ship was navigated, We, the Court, absolve the master and officers from all blame.

The President of the Court then thanked the assessors who had assisted him in this inquiry, and expressed a hope that it might be long before a Court would be assembled for any similar inquiry, under such circumstances.

MAD OR ONLY SHAMMING?

COOLIE'S CURIOUS BEHAVIOUR.

27th ult.

A Chinaman, whose mind is alleged to be unhinged, and who was charged with being in unlawful possession of a piece of iron, created some amusement in the dock at the Police Court this morning before the magistrate took the bench. He amused his fellow prisoners by telling them humorous stories and when they failed to laugh at the conclusion of the yarn he tickled the man nearest to him in the ribs and looked pleased when all giggled. He next turned his attention to the Indian and Chinese constables sitting at the back of the dock by standing and staring at them in turn. Somebody whispered "Hypnotism!" One of the *lukongs*, who apparently was afraid that something wrong was going to take place, told the alleged lunatic to sit down. The *lukong* was asked to fight and the ruction he created attracted the attention of the Court Usher, who flung the Chinaman out of the dock, and he was chained by the queue outside the Court. When the case was called the man was brought into the Court. As soon as the usher left him he supported himself on the side of the dock, and stared outside the Court, with his left hand akimbo. "Stand straight!" said Mr. Hazeland. The coolie stood to attention, and as if he were counting one, two, three, he right wheeled, facing the door. "I think this man is shamming mad," remarked the Court. "Take him to gaol for one week for observation." Inspector Collett saw the order carried out.

UNDER date Shanghai, Nov. 22, Messrs. Wheelock & Co. report:—Although we cannot say that rates have dropped as yet, there are signs of their weakening owing to the near closing of the Northern Ports and the falling of the water in the Yangtze River, which precludes almost all but the river-boats from going up to Hankow; this is bound to throw some tonnage on the market, add to which matters are not so brilliant in the South, where already several boats have begun to lay-up and we are afraid we have to look forward to a very dull time for the next few months.

AT THE DOCKS.

SALVING AND REPAIRING OPERATIONS.

26th ult.

As the result of the recent typhoon, the Hongkong and Whampoa Dock Company have been busily occupied in repairing the damages sustained by the larger craft in the harbour and much progress has been made with the work of setting the coasting fleet in operation again. Notwithstanding these efforts, however, to overtake the repairs necessary, much still remains to be done.

THE "HITCHCOCK."

An interesting announcement was made today when it was stated that Mr. A. H. Rennie had purchased the sailing ship *S. P. Hitchcock*, which was thrown over the praya wall in the storm of 18th Sept. last. The *Hitchcock* is an American ship of 2,086 tons and has been lying in the harbour since August, when she arrived from Manila in ballast. It was understood that Messrs. Butterfield and Swire were anxious to acquire the vessel with the object of converting her into a coal hulk to be stationed at either Amoy or Foochow. Mr. Rennie stepped in, however, and purchased the vessel, which will be utilised as a sanatorium for the benefit of the employees of the flour mill which is in course of erection. The *Hitchcock* is admirably fitted for that purpose and should answer all the requirements of the mill staff. On Saturday forenoon the *Hitchcock* was towed to the Cosmopolitan Dock where she will be repaired throughout for her new mission.

THE "HEUNGSHAN."

Work has been started on the *Heungshan*, which was wrecked outside Hongkong, and judging by the energy which is apparent in connection with the vessel it may be taken for granted that the popular excursion steamer will be put on the river run within a short time.

DIVERS AT THE "SORSOGON."

With regard to the *Sorsogon* which has been bought by the Dock Company, divers are at work locating the damage which the vessel sustained in the gale and it is confidently believed that she will be raised without much difficulty. The divers have been lent from H.M.S. *Kent* and are doing good work for the wrecked vessel. As most people are aware all the cruisers carry divers but it is seldom that they have the opportunity of operating on a real wreck. While they are instructed in the technique of the profession and gain some knowledge of what is required of them, they naturally have little chance of appreciating the actual conditions prevailing when operations have to be carried out on a wreck. While the divers of the *Kent* are thus assisting the Hongkong and Whampoa Dock Company they are also acquiring an experience which should be exceptionally valuable in times of emergency, and equip them with a practical knowledge which may yet prove useful to the Navy.

THE "FRONDE."

On the French torpedo boat *Fronde*, workmen are engaged in an effort to circle the vessel with chains and bring her to the surface. At present the fore part is firmly wedged in the mud and she is said to be badly damaged, but although the work of salving is naturally laborious and difficult there is every likelihood that she will be brought up within a few days. Meanwhile she is leaking badly, but the *Protector* has so far managed to keep pace with the inrush of water.

H.M.S. "ROBIN."

SUCCESSFULLY REFLOATED

26th ult.

H.M. river gunboat *Robin*, which we reported in our issue of the 22nd instant as having gone ashore upon a sandbank in the neighbourhood of Kum Chuck, was, with the assistance of the *Moorhen*, safely towed off on the same day, before the arrival of the destroyers *Fame* and *Handy*, which left on the morning of the 23rd to render assistance.

We understand that the *Robin* has suffered practically no damage.

BRITISH SAILOR DROWNED.

ACCIDENT IN THE HARBOUR.

26th ult.

The body of a British sailor, which on identification turned out to be that of Alexander Nichol, a stoker, on board H.M.S. *Astraea*, was seen floating in the harbour yesterday morning. The body was recovered from the sea and was buried yesterday afternoon. On inquiries being made we were informed that Nichol's death was due to an accident. The deceased, who was about twenty-eight years of age, was called at half-past three o'clock on the morning of the 21st instant to light fires and to raise steam in one of the ship's pinnaces, which was moored on the starboard side of the ship. The deceased was seen to enter the pinnace and to drop overboard almost immediately after. "Man overboard!" was called. Life-belts were thrown in the vicinity near where the man had entered the water and life boats were launched, but the stoker did not come to the surface again. His cap floated near the gangway even while the search for the body was in progress. After a search of nearly half an hours' duration and not seeing any signs of deceased they gave up the search.

KULANGSU MUNICIPAL COUNCIL.

OFFICIAL MINUTES.

Minutes of a meeting of the Council held at the Board room, Kulangsu, on the 6th November, 1906.

Present:—Messrs. W. H. Wallace (vice-chairman), C. A. V. Bowra, A. F. Gardiner, L. I. Thomas, the Health Officer and the Secretary.

The minutes of the last meeting were read and confirmed.

The Superintendent of Police reports the following cases have been dealt with since the last meeting of the Council:—Summonses: Breach of agreement, 1; Debt, 2; Encroaching on property, 1; Assault, 1. Summary arrests: Theft, 2; Being in possession of stolen property, 2; Being in possession of housebreaking implements, 1; Being in possession of a bomb to the danger of the public, 1.

General business was transacted.

(Signed), W. H. WALLACE,
Vice-Chairman.

By Order,

C. BERKELEY MITCHELL,
Secretary, K.M.C.

BETWEEN $600 and $700 damage was done in a fire which broke out in a baker's shop at No. 1, Chiu Lung Lane, Wanchai, early on Sunday morning. The fire was caused by the overheating of an oven, which set several baskets of biscuits on fire, and the flames spread to the ceilings. The brigades from No. 2 Police Station and from the Central turned out, and with one length of hose they managed to confine the flames to that building. After about two hours' work the fire was extinguished. The first floor alone was gutted.

AN IMPUDENT QUARTER-MASTER.

ASSAULTS MATE AND INSULTS CAPTAIN.

26th ult.

A case which will be read with much interest by the shipping community of Hongkong was heard at the Police Court this morning when Chu Kwai, quartermaster on board the British steamer *Hangchow*, was charged with disobeying the lawful commands of the master of the ship—Captain Mawley—and assaulting the chief officer—Mr. J. E. De Wolf—on the 23rd instant, while on the high seas.

The Chief Officer stated that on the 23rd instant, while midway between Chinkiang and Hongkong, the quartermaster was given an order which he refused point blank to carry out. Witness left the defendant and went into the chart-house. He was in a stooping position, getting out some salts from the medicine chest, when he received a blow over the head. He was wearing a thick cap at the time and that saved him from getting stunned. He turned round immediately the blow was delivered and saw the captain struggling with the quartermaster, who held a telescope in his hand. "Look out!" the captain cried, "this man is dangerous." The defendant was then put out of the chart-house. "The quarter-master," continued the chief officer, "informed the captain that morning that he was ill and would do no work. The captain said that if the man was sick he should take some medicine, and told me to go to the medicine chest and get him some salts." The accused refused to take medicine, neither would he work. The captain told him that if he did not want any medicine he was not sick and should get to work. The accused again refused and when he was left alone he dashed into the chart-house, where witness was engaged at the medicine-box, and the assault occurred.

Captain Mawley said that the crew, including defendant, were signed on at Chinkiang. They then made a trip to Wuhu. On their return to Chinkiang he ordered the quartermaster one morning to go and get some lead. Instead of obeying the order, accused became very insulting in his language. "Go and get it yourself, coolie," the skipper said defendant replied. "I am not your coolie." A few days later some of the crew fell sick. A doctor was called, and he testified that the men were suffering from fish poisoning, and pronounced that the men were not in danger. Defendant did all he possibly could to get the crew to leave the ship, and as he failed his conduct became worse and he was a perfect nuisance on board. On the way to Hongkong his insolence while at the wheel was a thing that could not be tolerated. On the 23rd he complained to the captain of being ill and the latter recommended that he should have some medicine. Again he got insolent and refused to take the medicine. "If you don't take medicine," the captain said, "you are not sick," and he told the man to get to work. Instead of that he fell flat on his back on the deck, in full sight of the other Chinese, and throwing up his hands and feet and opening and closing his eyes and mouth feigned death. He later said he would jump over the side of the ship. When he was left to himself for a time his rushed into the chart-house, while the mate was at the medicine chest, picked up a telescope from the table, and was about to bring it down on the mate's head, when the captain sprang on him and was successful in stopping the full force of the blow from descending on the mate's head, although he was struck.

The captain here produced his telescope, which he said was his private property, given him by a friend, a souvenir which he treasured, and pointed out to the Court where it was dented in three places. He said that the telescope cou'd not be closed now.

Continuing, Captain Mawley declared that all on board were scared to put the man in handcuffs for fear he might jump overboard to spite the officers. He recited a case that took place in which a British officer was sent to gaol in Shanghai for three months for handcuffing one of his crew, who jumped overboard and was drowned, simply to spite the officer. "Seeing that this man was in such a fury," went out Captain Mawley, "I thought it quite likely that he would do the same and that was why he was not handcuffed." He blew his whistle, however, and sent the mate to call the boatswain and to bring along a pair of wristlets. In the meantime witness kept an eye on the man for fear he might do something dangerous. To put a man in handcuffs, went on the skipper, causes trouble, for it is believed they lose face if it is done. When the boatswain and the handcuffs arrived, and seeing what was to happen, the boatswain stood security for defendant's good character during the rest of the voyage. He would press the charge, and asked the Court to impose such a penalty as to set an example to others. The influence of this man over the rest of the crew incited the others to treat the officers of the ship with contempt, concluded Captain Mawley.

His Worship sent defendant to gaol for one month, with hard labour.

SAD FATALITY IN SHANGHAI.

DROWNING OF A MARINE OFFICER.

The *Shanghai Times* of 21st inst says:—We regret to say that a very sad fatality occurred in the Whangpoo River at 11.15 p.m. on Monday night, when Mr. J. B. Clark, second officer of the s.s. *Volute*, fell into the water from the wharf at the New Dock, and lost his life, two companions who were with him at the time had a narrow escape from the same fate. The facts of the case are as follows:—

Shortly before 11 o'clock on the night in question three foreigners, one of whom was G. Skillen, a constable in the Municipal Police Force, another named J. B. Clark, the second officer of the steamer *Volute*, lying near the International Dock, and a man named Rutherford, second engineer of the steamer *Nerite*, lying at the New Dock, took a sampan at the Ewo Jetty, in order to go to their respective ships. Rutherford suggested that as the *Volute* was lying such a long way down stream, it would be better for Clark to go on board the *Nerite* and remain there till morning. To this proposal Clark agreed and the party set out and duly landed at the New Dock. Clark and Rutherford were the first to leave the sampan and they were walking along the wharf, when they missed Skillen. Turning round they looked back, and as they did so, Clark stumbled against a heavy piece of timber which was lying across the wharf, and before he could recover his balance, he toppled over and plunged into the icy waters of the river. As soon as Skillen and Rutherford heard the splash and ascertained what had happened, they jumped into the river and endeavoured to rescue Clark, who was getting carried away rapidly. They did not succeed in reaching him, however, and very nearly got drowned themselves in the effort. It was with the utmost difficulty that they reached the shore whence Rutherford proceeded to his ship and Skillen crossed, in his dripping clothes, to Shanghai and reported the occurrence to the Police Station. The River Police were informed in turn, but so far, we believe, the body of the unfortunate young man has not been recovered.

TURF TOPICS.

ANOTHER QUIET WEEK ON THE TURF.

26th ult.

But for a few gallops, and an accident, which fortunately did not end seriously to either man or pony, last week's work on the turf was also a quiet one. The accident referred to was the one in which Mr. J. A. Jupp's pony distinguished himself by pitching his mafoo into a ditch, and making a galloping attempt to return to his stable. He would have succeeded in getting there had he not shied at the paddock gate and crashed into it head first. This brought the spirited animal to a standstill, and he was returned to his stables, none the worse for his little game. The mafoo was greatly shaken, but recovered himself after a few minutes' rest.

Mostly cantering work was indulged in this week, while a few owners sent their ponies over a distance with the idea of shroffing them out. The best moving ponies, so far as I can make out, are Mr. Jupp's, Mr. Williams', Mr. J. E. Gresson's, Mr. B. N. Mody's black, Mr. H. R. Hunter's chestnut and Mr. Marshall's black.

Mr. Goetz's pony is evidently tired of work. I saw him the other morning being girthed up and his behaviour on the occasion reminded me of a buck-jumper in full swing. He pranced about the places and ended by flopping down on the cement floor. I am told this is an every-day occurrence.

I hear that Ardpatrick and Cotswold are expected here soon. Buxey's string will also be here before Christmas, and will include Triumph Rose, Glorious Rose, Coronet Rose, and probably another Rose, and a stable of Derby griffins, with the great "Snowball" in charge.

It is rumoured in racing circles that Potts does not intend to take part in the Hongkong Races next year, but it is even money betting that if Potts has a good griffin or two he will put in an appearance.

The St. Andrew's Stakes, a race advertised to take place on the 1st proximo, should prove a very interesting event, and a good attendance is assured, notwithstanding the dance that is to take place on the night of the 30th.

SANITARY BOARD.

27th ult.

The usual bi-monthly meeting of the Sanitary Board was held in the Board-room this afternoon, the usual members being present.

HOUR OF MEETING.

Pursuant to notice the President moved: That the time of meeting of the Board be changed from 4.15 p.m. to 2.30 p.m.

The Hon. The Principal Civil Medical Officer minuted: The Legislative Council meets at 2.30 p.m., and I think this time is a much more suitable one, for many reasons, than 4.15 p.m. The Board meeting is only held once a fortnight, and should not occupy more than an hour.

Mr. Shelton Hooper minuted: I quite agree with the President.

Mr. Humphreys minuted: 2.30 p.m. does not suit me; the present time, viz., 4.15 p.m., is much better, I should think, for all business men.

Hon. Mr. E. A. Hewett minuted: I can't agree to give up an afternoon to the Sanitary Board meetings.

Mr. Lau Chu Pak minuted: The change is not convenient.

The Hon. the Director of Public Works minuted: I agree with the President.

WELL AT 16, GAGE STREET.

The Government Bacteriologist submitted his report on water taken from a well in the kitchen at No. 16, Gage Street, in which he stated that the result of the examination showed that thousands of colonies of micro-organisms were found present in one portion of the sample. These organisms consist chiefly of liquifying bacteria and colon bacteria. The bacillus coli is present in numbers. The sample is non-potable.

Mr. Humphreys minuted: The Government Bacteriologist says the sample is non-potable, but he does not say it is dangerous to life. The closing of wells that are not actually dangerous to life is a doubtful expedient, in view of the water supply being intermittent during the winter months, as the Chinese are thereby compelled to draw their supplies from still more contaminated sources, such as stagnant pools and polluted nullahs.

Mr. Lau Chu Pak said: I agree with Mr. Humphreys. This is another case in which the Government Analyst does not agree with the Bacteriologist. I wonder what the latter will say of the water from the mains. The well should not be closed.

Mr. Fung Wa Chün said: I agree with Mr. Humphreys.

Hon. Mr. Hewett minuted: The surroundings of the well are reported to be very unsatisfactory. I gather from this the water may be contaminated through the soil, and that the covering over this well will not necessarily keep the water pure. Unless stronger arguments are brought forward in favour of the well being left open it should be closed.

The Hon. the Registrar General minuted: This well should be protected from contamination by being covered over and fitted with a pump.

OVER-CROWDING.

The monthly report of over-crowding for the month of October showed that during that month 80½ persons were found on premises in excess of those allowed to be there and were ejected.

Mr. Humphreys minuted: I am strongly of opinion that the movements of the ejected tenants should be watched and noted with a view to ascertaining the economic effect on the Colony.

Mr. Lau Chü Pak minuted: Have steps been taken to ascertain where those ejected have removed to?

The President said: The Police might assist us in this matter.

MEETING OF JUSTICES.

27th ult.

A meeting of His Majesty's Justices of the Peace was held at the Magistracy this afternoon, Mr. F. A. Hazeland presiding, to consider an application from one Samuel Jones for a publican's licence to sell by retail intoxicating liquors on premises numbered 40 and 41, Praya East, under the sign of "The Praya East Hotel."

There were also present:—Messrs. F. J. Badeley (captain superintendent of police), O. A. D. Melbourne (second police magistrate), and R. H. A. Craig (assistant superintendent of the Victoria Gaol).

The application was put before the meeting and as there was no police objection it was granted.

The next application read was from one P. Wissing for a publican's licence to sell by retail intoxicating liquors on premises numbered 266-268, Queen's Road Central, under the sign of "The German Tavern."

There was also no police objection in this case and the application was granted.

That concluded the meeting.

CLAIM FOR PROFESSIONAL SERVICES.

HONGKONG SOLICITORS *v.* J. CLIFFORD WILKINSON.

FULL TEXT OF JUDGMENT.

The full text is to hand of the judgment in the above case, delivered on the 7th November when the claim was dismissed with costs. The reasons given by the Court for the judgment are as follows:—

In this case, which is not one for the execution of the judgment of a foreign Court, but for the recovery of remuneration for services rendered, of money advanced, and the expenses of law proceedings for the recovery of the money mentioned (the claim being based upon the termination of the commission), the claim should not be granted solely on the ground that plaintiffs won their case for the same claim in the Hongkong Supreme Court, the decision of which Court has become irrevocable. The propriety of the claim must be adjudged in accordance with the general principles of justice.

In considering the case, it is evident from Exhibit No. 1A. that plaintiffs have obtained judgment in their favour in the Hongkong Supreme Court. The judgment was, however, delivered merely for the reason that defendant resided in a country beyond the jurisdiction of the Court, and did not respond to the summons. The claim was not decided on its merits. The decision of the Hongkong Court is insufficient to justify the claim; and the fact that the decision of the Hongkong Court has become irrevocable, as shown by Exhibit No. 2A. cannot reverse the reasoning just quoted. In neglecting to make a protest against the judgment in his default, and demanding the re-trial of the case, defendant is guilty of delinquency, but in acting so he has not admitted his obligation to pay the claim. Defendant pleaded that he had not requested plaintiffs to proceed against other firms, with the exception of Ka Shu & Co., and that the amount of remuneration claimed was excessive. Plaintiffs failed to bring sufficient evidence to support their claim, with the exception of the two exhibits in question. The Court, therefore, cannot admit the propriety of the claim in this case; hence the claim is dismissed.

The judgment is signed by Judge Suyenaga, presiding, and Judges Miyake and Hayashi.

LAUNCH OF THE "SATSUMA."

THE EMPEROR AT YOKOSUKA.

A Yokohama despatch states that the battleship *Satsuma*, 19,000 tons, was successfully launched at 2.25 p.m. yesterday (Nov. 15) in the presence of the Emperor, and amidst the deafening applause of an immense number of spectators. His Majesty the Emperor appeared to be much pleased at the success of the launch.

His Majesty left Tokyo by the 8.10 train, accompanied by Prince Admiral Arisugawa, General Prince Kanin, Admiral Ijuin, Admiral Kato, Vice-Minister for the Navy, Marshal Marquis Yamagata, Count Matsugata, Admiral Saito, Minister for the Navy, General Terauchi, Minister for War, and Mr. Matsuoka, Minister for Agriculture and Commerce. The Emperor and party arrived at Yokosuka station about 11 o'clock, where his Majesty was welcomed by the Crown Prince and other dignitaries. His Majesty then drove to the Port Admiralty, and took tiffin there.

Among the ships in port were the new battleships *Kashima* and *Katori*, i.e. *Sagami* (late *Pirerviet*), *Soya* (late *Varyag*), *Suwo* (late *Pobieda*), *Suuya* (late *Novik*), *Chinyin*, and a number of cruisers, transports, destroyers and torpedo-boats.

His Majesty visited the new battleships *Kashima* and *Katori*, which were tastefully and brilliantly decorated, and also inspected the captured war-ships.

BRITISH CONGRATULATIONS.

The *Japan Chronicle* of 17th inst. says:—Lord Tweedmouth, First Lord of the British Admiralty, dispatched a telegram to Admiral Saito, Minister for the Navy, through the Naval Attaché to the British Embassy in Tokyo congratulating the Government on the successful launch of the *Satsuma*. Admiral Saito immediately forwarded a cordial acknowledgment.

The telegram from the first Lord of the Admiralty reads:—"In the name of the British Board of the Admiralty, I beg to tender the most sincere congratulations on the launch of your great battleship the *Satsuma* and hope that the historical glory of the Imperial Japanese Navy will be proudly maintained by the new vessel."

An article in the *Asahi* on the launch of the battleship may be taken as fairly representing the general feeling of the nation on the occasion.

The launch, says the Osaka Journal, marks a new epoch in the history of shipbuilding in Japan. This tremendous vessel has been built in the short space of a year and a half, and efforts made by the authorities to accomplish so huge a task in such short time must be greater than can be imagined. The Japanese nation, which felt reassured on the safe arrival of the *Kashima* and *Katori*, from England, have had their confidence still further increased by the successful launch of the *Satsuma*. This confidence is not created by the mere fact that the new battleship is to be equipped with an armament equal to that of the new British *Dreadnought*, or because the *Satsuma* is some 1,200 tons heavier than the British ship, but because the Japanese have now demonstrated their ability to build such powerful warships themselves in their own country.

The Japanese nation has aspired for a long time to independence as to the construction of ships of war, and this aspiration has been materially intensified by the Russo-Japanese war. Had that war continued until now, says the *Asahi*, the *Kashima* and *Katori* would have been detained in England; and if the knowledge of shipbuilding and the building accommodation in Japan had remained in its primitive state, the final victory of Japan could not be assured. It is for this reason that every Power has its own complete ship-building accommodation. The necessity for this becomes greater when it is remembered that there are many secrets in the construction of warships that must be kept from the knowledge of other Powers. By the launch of the *Satsuma* it is evident that this drawback to Japan has been largely remedied. There can be no doubt that many improvements have been applied to the *Satsuma* from observations made during the recent fighting. The Japanese, however, concludes our Osaka contemporary, should not be content with this, but must steadily improve their navy in the present age of progress, when the best ship of to-day falls to second rank to-morrow.

THE estimated cost of repairs to the British steamer *Montenglo*, from Victoria, which ran ashore in Hongkong harbour during the hurricane of September 18th last, is $102,000, exclusive of stern frames and propeller. The estimated cost of repairs to the British ship *Rohsens* from Manila for Royal Roads, is $13,000.—*S. F. Chronicle.*

THE KOWLOON MURDER.

OPENING OF THE CASE.

26th ult.

Mr. F. A. Hazeland, police magistrate, opened the hearing of the case at the Magistracy this afternoon, in which a butcher named Wong Kin was charged with murdering one Au Yeung Cheung, in a butcher's shop at No. 5, Elgin Road, Kowloon, on the night of the 11th instant.

Inspector Langley, of the Water Police Station, prosecuted, the defendant, who was not defended, pleading not guilty to the charge.

Dr. C. M. Heanley, medical officer in charge of the public mortuary, declared that on 11th instant, he examined the body of Au Yeung Cheung. There was a wound on the right side of his neck, from the chin in front to the middle behind. It cut all the tissues down to the bone, which was also cut. The wound was caused by two blows. There was also a small wound on the top of the head, which laid bare the bone of the skull. Some more wounds were seen on the left forearm, and three small wounds on the back of the right index finger. The joint of the index finger was broken. Death, in witness's opinion, was due to the wounds in the neck. The chopper (produced) could have caused the injuries to deceased's neck, which resulted in his death. Witness, under the circumstances, could not say if death was instantaneous.

The principal witness in the case—Yeung Tak—whose life prisoner was also alleged to have attempted to take, appeared in Court with the whole of his face in a bandage. He said that he was a butcher employed in the Wing Loi shop, 5, Elgin Road, Kowloon. On the 10th instant, at about 9 p.m., after the shop was closed, witness heard a knock at the door.

"Who's there?" witness asked.

"I am," answered a voice, which witness knew belonged to the prisoner.

Witness opened the door, and defendant and another man, whom witness did not know, entered the shop. The prisoner was formerly employed in the same shop as witness. He was only there for about three months, but was discharged about five months ago.

"Will you allow me and my friend to sleep in the shop for the night?" asked prisoner, when he gained admittance.

Witness consented and told them to go to bed. A bed was shown them, and a bed cover was handed them to use in case they felt cold. Witness then blew out the light and returned to bed.

At this stage witness gave the positions of the different beds in the house. The deceased (Au Yeung Cheung) was asleep on a bed near the counter and in front of the safe. Witness's bed was behind that of the deceased, and the prisoner and his friend occupied a vacant bed not far from the one used by witness.

"At about one-fifteen o'clock in the morning," continued the witness, "I heard a noise made by the deceased. I shouted: 'What is the matter?' I got out of bed at once and saw the men at deceased. The prisoner made a rush at me and chopped me twice on the right side of the face with a chopper, once on the head, and once on the side."

Witness closed with his assailant. They struggled for about ten minutes, accused holding witness by the throat. In the tussle witness seized accused by the queue, and both rolled on the floor, witness calling "Save life!" the while. An Indian policeman arrived, and chased prisoner down the street and arrested him.

"When did the other man run away?" asked his Worship.

"As soon as I called "Safe life!" when they were attacking deceased he cleared," witness replied.

Witness then went up to deceased's bed and found him dead in bed, with a wound on his neck.

"Can you recognise that chopper?" asked Mr. Hazeland. The chopper was stained with blood.

"Certainly," replied accused. "I have been using that chopper almost daily, why can't I recognise it?"

His Worship at this point had to tell accused that he would give his evidence much better if he did not get excited.

Inspector Langley—When the defendant and his friend entered the shop was there a light in the shop?

Witness—Yes, a small one; but I recognised him by his voice.

His Worship—Never mind about the voice. Could you see defendant's face plainly by the light in the shop.

Witness—Yes.

His Worship—Could you identify the other man if he was arrested.

Witness—I could.

The case was then adjourned.

Mr. F. A. Hazeland examined a few more witnesses in the Kowloon Murder Case at the Magistracy on Tuesday, and after evidence of arrest had been recorded, he committed the prisoner to take his trial at the next Criminal Sessions.

LADY'S HOUSE ROBBED.

TWO MEN, INCLUDING HOUSE COOLIE, ARRESTED.

28th ult.

Li Yeung, unemployed, and Ham Tak Mun, a house coolie, were arrested yesterday afternoon at West Point on a charge of larceny, but the West Point police were unable to proceed with the trial to-day owing to the fact that the evidence they have at their disposal now is partly of a circumstantial nature and they required a remand to go into the case. The complainant in the case is Mrs. H. Fraser, wife of Captain Fraser, residing at No. 10A, Bonham Road.

The charge she lodged against the accused was that of stealing a marble clock, valued at $30, a sugar basin and a cream jug of the same material, valued at $25 each, and a quantity of the houseboy's clothing, aggregating to $81.50.

Mrs. Fraser reported her loss to the police at No. 7 Station on the 25th instant, and ever since then the police have been watching the house. Yesterday they discovered the first accused—Li Yeung—hanging about the premises. He was watched. The next thing that was noticed was that the second defendant, a house coolie, in the employ of Mrs. Fraser, came out of the house and both men were earnestly engaged in a conversation in a low tone. They were arrested on the spot. The stolen property have not yet been recovered. At the police station, before being locked up, Policeman Farr recognised the first defendant as having passed through police hands before. The picture gallery was referred to and from other documents it was discovered that Li Yeung had already served a term for theft and had been banished from the Colony. He is here before his time and when the case is brought up again there will be another charge added against him, and he will have to give the Court an explanation as to why he returned to Hongkong before five years had elapsed.

The case was adjourned.

DEATH OF MR. THOMAS ARNOLD.

27th ult.

It is with sincere regret that we have to announce the death, at Exmouth, Devonshire, of Mr. Thomas Arnold, who was for many years one of the most respected and familiar figures in the public life of Hongkong. The sad news, which only reached the Colony to-day, stated that Mr. Arnold succumbed to an attack of heart disease, a complaint to which he had been subject, on the 20th October. Mr. Arnold had been secretary of the Hongkong, Canton and Macao Steamboat Company, Ltd., for many years, but a few months ago he was found to be suffering from heart disease and at the suggestion of his medical advisers he retired from active connection with the Company and proceeded to England, hoping to recruit his health in the salubrious climate of Devonshire. While in Hongkong, Mr. Arnold led an active and useful life. He was auditor of most of the leading public companies in the Colony. His son, Mr. John Arnold, is the acting secretary of the Steamboat Company which his father had served in the substantive position so long and faithfully, and at whose hands he received adequate recognition on his retirement.

As the news of the death of Mr. Arnold only reached us we were going to press, we are compelled to postpone an extended notice of his services, so long and favourably known in Hongkong, until to-morrow.

THE STORY OF MR. ARNOLD'S INTERESTING CAREER.

28th ult.

We recorded yesterday the sad news of the death of Mr. Thomas Arnold, the late secretary of the Hongkong, Canton and Macao Steamboat Company, but owing to the late hour at which the news was received we were unable to give an outline of Mr. Arnold's eminently useful and successful career as a man of business in Hongkong. Mr. Arnold started his commercial life as an accountant, and proved his capacity in that profession. He was auditor to several local companies, including the concern with which he was afterwards connected as secretary. In 1884 Mr. P. da Costa was secretary of the Hongkong, Canton and Macao Steamboat Company, which was then coming to the front as an important undertaking likely to prove of advantage to the interests of the Colony. Mr. da Costa was one of the party who were on board the ill-fated *Yatsai* when she started on her trial trip. Many will remember the disaster which befell her. When all seemed favourable for a successful trip the boiler of the vessel exploded and many were killed or drowned. Mr. da Costa was one of those who perished. The secretaryship being vacant, the directors of the Company offered the post to Mr Arnold, who accepted it. It is interesting to note the position which the Company occupied when he took charge of its affairs. It had a fleet of six old boats and a capital of $600,000, on which it was paying a dividend of six per cent. per annum. Its net yearly profit was $150,000, but there was neither an investment fluctuation fund nor an equalisation dividend fund. In 1887, however, an equalisation dividend fund was inaugurated with $50,000 at its credit. Ten years after Mr. Arnold had assumed the duties of secretary, in 1894, the capital of the Steamboat Company was increased by a million dollars to $1,600,000. The net earnings had advanced to $250,000, from which six per cent. was being paid, and an underwriting insurance fund was established with the sum of $600,000. The Company had reached the zenith of its prosperity in 1901, when the net earnings amounted to no less than $482,000, while the capital had been written down to $1,200,000. A dividend of 20 per cent. was declared. The insurance fund stood at $600,000 and the equalisation dividend fund at $300,000. On the advice of his medical adviser, Mr. Arnold retired from the Company last year, after receiving ample evidence of appreciation for his services to the undertaking, and went to reside in England. He was troubled with heart disease, and it was hoped that the bracing air of England would stave off the enemy's attacks, but apparently the disease was firmly seated, with the result that he succumbed to an attack last month. As evidence of Mr. Arnold's devotion to duty, it may be mentioned that during the 22 years of his connection with the Company he only took 25 months' furlough. In 1886 he was away for nine months; in 1894 he had eight months' holiday; and in 1903 he was absent from his office for another eight months. To-day the Company which he so faithfully served is in a sounder position than ever, earning from its investment fund alone $100,000 per annum, which is two-thirds of the total amount earned by the Company from all sources when Mr. Arnold began his stewardship in 1884.

PROPERTY SALE.

26th ult.

Under instructions from Messrs. Deacon, Looker and Deacon, mortgagee's solicitors, Mr. Geo. P. Lammert, auctioneer, put up for sale by public auction at his sales rooms, Duddell Street, at noon to-day, the valuable leasehold property registered in the Land Office as Sections A, B, C, and D, and the remaining portion of Kowloon Inland Lot No. 51, with the premises Nos. 112, 114, 116, 120, and 122 Station Street, South, and Nos. 117, 119, 121, 125, and 127 Temple Street, South, Yaumati. The total area of this property is 8,358 square feet, and it carries an annual Crown rent of $9.19. The property was knocked down to Mr. Lau Ching Ting, after a certain amount of competition, for $20,000.

HONGKONG VOLUNTEER RESERVE ASSOCIATION.

28th ult.

The following are the highest scores made in the competition for the Governor's Cup for the month of November, at the 500 yards range. The best score is that of Mr. J. H. Pidgeon who on Saturday last put on 16 consecutive "bulls," including his two sighting shots. There were 91 entries during the month:—

		Total.
J. H. Pidgeon	70 scr.	=70
H. W. Bird	60+10	=70
A. Jenkins	67 scr.	=67
A. W. J. Wait	63+4	=67
L. G. Bird	61+6	=67
J. C. Gow	66 scr.	=66
Sir Francis Piggott	61+4	=65
C. E. H. Beavis	59+6	=65
A. S. Gubbay	49+14	=63
J. McCubbin	49+14	=63
W. J. Saunders	46+16	=62
G. H. Wakeman	57+4	=61
Dr. Evan Jones	49+10	=59
E. W. Terrey	46+13	=59
A. Blowey	45+14	=59
R. E. O. Bird	48+10	=58
W. Dobbs	48+10	=58
A. S. Tuxford	49+8	=57
F. Maitland	47+10	=57
E. S. Carruthers	42+14	=56
H. E. Goldsmith	33+20	=53

Mr. J. H. Pidgeon was the winner of the pool on the 24th and 25th with 70.

THE BRANDY PROSECUTION.

PUBLICAN FINED.

28th ult.

The case against the proprietor of the Rose, Shamrock and Thistle Hotel, who was summoned by Inspector Withers for selling brandy deficient in ethers and therefore containing spirit not obtained by the distillation of the wine of the grape, as required by law, was brought up on remand before Mr. F. A. Hazeland, at the Police Court, this morning.

Mr. G. E. Morrell, of Messrs. Dennys and Bowley (Crown Solicitors), appeared for the prosecution, and Mr. C. E. H. Beavis, of Messrs. Wilkinson and Grist, represented the defendant.

Mr. Frank Browne, Government Analyst, informed a *Hongkong Telegraph* reporter that on analysing the brandy, a sample of which was given him by the police, he found it to contain eighty-eight per cent. of spirit, which was not derived from the juice of grapes or wine.

His Worship informed Mr. Beavis that at the last hearing of the case he contended that brandy did not come under the Food and Drugs Ordinance.

Mr. Beavis admitted that he had made a mistake on that occasion.

His Worship: And what was the other defence you were going to put up?

Mr. Beavis: That is under section 22, your Worship.

His Worship: Have you got a warrantee?

Mr. Beavis: I am going to plead guilty to the charge, your Worship.

His Worship: So you wish to withdraw your plea of "not guilty?"

Mr. Beavis: Yes.

Mr. Morrell said he did not want to press the charge, but he wanted the defendant to prove that the brandy was sold in the same state as it was bought.

His Worship said he did not see how they could.

Mr. Morrell contended that the defendant should prove that the brandy was sold *bona fide*.

Mr. Beavis submitted that in asking his Worship to impose a light penalty on the defendant, he would draw the Court's attention to the fact that the brandy obtained by the police was supplied from a new bottle. That such was the case Inspector Withers, the complainant, would prove. The brandy was purchased from Messrs. Carlowitz and Company, a representative from that firm being in Court ready to give evidence, and it was quite clear, if his Worship would accept his statements, that the defendant was innocent when he sold the brandy.

Mr. Browne, the Government Analyst, who was in Court, said that the brandy was deficient in ethers. Brandy, he stated, must contain certain portion of ethers.

His Worship (to representative of Messrs. Carlowitz and Company): Where did you get that brandy?

"From London," was the reply.

"Have you been importing it long?" asked the Court.

"For about five years."

"Whom do you sell it to?"

"To public houses."

"What kind of brandy is it?"

"Three Stars."

"Do you buy it in casks or bottles?"

"In bottles."

His Worship, in giving his decision, said the onus was on the defendant to see that he obtained genuine liquor to sell. There never had been a prosecution under this Ordinance before to his knowledge. He was satisfied that the accused acted *bona fide* in selling the stuff, still it was necessary to give a warning to others. A fine of $25 was imposed.

THE HOUSEBOY'S CLUB.

FROLICSOME COOKS AND PAPER ORNAMENTS.

28th ult.

There was an ugly scene at the "Office-boys', Cooks' and House-boys' Club,' No. 184, Des Vœux Road Central, some days ago, which had to be settled by Mr. F. A. Hazeland, yesterday morning, at the Police Court. The Club in question—the hon. secretary of which is the canteen boy of the Water Police Station—has some very strict rules, and it was on account of this that the trouble originated, which culminated in the cooks separating themselves from the O. B., C. and H. Club. They at once opened a club of their own which is known as "The Cooks' meeting house." What rule caused the separation is not known, but it was rumoured that the culinary artists were not abiding by certain rules, and that their conduct was unbecoming of gentlemen and members of the club. However that may be, they separated, and on the 21st instant two cooks returned to the old club to get their property. They rushed into the premises and tore down $80 worth of paper ornaments that adorned the walls and cleared. Summonses were issued against the two cooks by the club, and the case was heard at the Police Court. One of the cooks in the meantime left the Colony, and the other was represented by Mr. E. J. Grist, of Messrs. Wilkinson and Grist. The complainant—the Water Police canteen boy—proved that the ornaments were his private property and therefore the cooks had no right to them. The defendant cook proved that although the ornaments might have belonged to the complainant, the club's money paid for the trimmings and the cost of hanging them up, and therefore the cooks had as much right to the ornaments as the House and Office-boys. His Worship discharged the summons.

DEMAND FOR SILVER COIN.

The United States Mint is finding continued difficulty in keeping pace with the excessive demands for subsidiary silver coins Notwithstanding the activity which began at most of the Mints following the establishment of the policy of purchasing silver bullion for this coinage, the supply of subsidiary silver coins in the Treasury has decreased rather than increased as the result of the excessive demands in the retail trade incident to the autumnal season.

It will probably be at least a month before the Mints will be able to utilize their entire capacity for subsidiary coins. The San Francisco Mint is engaged almost exclusively upon the coinage of gold, this coinage having increased materially, and further increases being expected as a result of the extensive gold importations of the past month aggregating probably $10,000,000 worth. A contract has been made, also, for a small volume of subsidiary silver coinage for the Mexican Government, to be struck at the San Francisco Mint. The Philadelphia Mint has been engaged with a rather extensive contract for gold coinage on Mexican account which will probably be completed in a few days. Owing to want of funds, the Denver and New Orleans Mints have not been working to their full capacity on the subsidiary silver. These Mints, and also the Philadelphia Mint, will soon be engaged in coining at a rapid rate the halves, quarters and dimes that are now in so much demand from all parts of the country. It is not unlikely that the Philadelphia Mint will soon be required to turn attention to the coinage of gold pieces as a result of the recent heavy importations of gold bullion.—*Butte Inter-Mountain.*

AN ANCIENT SUIT.

LONG DRAWN-OUT LITIGATION.

28th ult.

In Original Jurisdiction this morning, at the Supreme Court, his Honour Mr. A. G. Wise, Puisne Judge, presiding, Chan Wo, *alias* Chan Pui Chi, *alias* Chan Yik Chung, and the Kwong Tak firm, trading as Wa Hing Loong, sued Chan Yam, of No. 290, Viaduct Road, Victoria, Hongkong, for recovery of the sum of $4,493.25, being the balance of $6,000, which $6,000 was portion of a sum of $12,000 received by defendants for costs in certain proceedings in the Original Court, and paid on behalf of the plaintiffs by Mui Nai Lam.

Hon. Mr. H. E. Pollock, K.C., instructed by Mr. C. F. Dixon of Mr. John Hastings' office, appeared for the plaintiffs, and Mr. M. W. Slade, instructed by Mr. F. Paget Heft, of Messrs. Brutton and Heft, represented the defendant.

Hon. Mr. Pollock said this was a claim to recover the sum of $4,493.25 paid by Mui Nai Lam in settlement of two actions, No. 73 of 1896, and No. 48 of 1897, being quits of Wa Hing Loong *versus* Wa Tai, after deducting the costs of those proceedings. The Wa Hing Loong had attached certain property at Canton, as being the property of the defendant, and the matter was settled by Mui Nai Lam paying into the hands of Mr. G. K. Hall Brutton, solicitor for the plaintiffs in that action, $12,000. Originally the action to recover the balance was brought against Mr. Brutton, who entered into interpleader proceedings and paid into Court the sum of $4,493.25.

His Honour: The original claim appears to have been amended and amended until it is now somewhat difficult to follow.

Hon. Mr. Pollock: Yes, my Lord, there has been a good deal of amendment in the claim since it was originally filed. Continuing, Mr. Pollock said the plaintiffs were partners in the Wa Hing Loong firm, of No. 97 Connaught Road West, California merchants, and the defendant is a trader and resides at No. 290 Viaduct Road. On the 10th August, 1897, an action, No. 63 of 1897, was commenced in the Original Jurisdiction Court, against the Wa Hing Loong, which was sued in the names of Chan Yam, and the first plaintiff, Chun Wo, who were at that time partners in the Wa Hing Loong. That action was in respect of a debt due by the Wa Tai to the Wa Hing Loong. On the 9th February, 1899, while the said action was pending, the defendant Chan Yam retired from the Wa Hing Loong firm, and transferred his share therein, and all his beneficial interest in the said debt and in the said action to the plaintiff Chan Wo. A memorandum of the said transfer was signed by the defendant and the plaintiff Chan Wo, and by the other partners in the Wa Hing Loong. On 27th October, 1903, the said action was compromised between the parties, on the terms, *inter alia*, of the plaintiffs in the said action paying $12,000, which sum was lodged with Mr. G. K. Hall Brutton as solicitor for the defendants. Pursuant to an order of Court dated 17th December, 1903, the sum of $4,492.25, being the balance of the $12,000 then remaining in the hands of Mr. Brutton, was paid into Court, and Chan Yam has been substituted for Mr. Brutton as defendant in this action.

Evidence for the plaintiff was heard and the case was adjourned.

A SLEEPY LAUNCH MASTER.

GROSS NEGLIGENCE ABOARD.

28th ult.

Cases have occurred in which masters of steam launches have been charged with leaving the wheel in charge of uncertificated men, but a case which came before the Court to-day is decidedly unusual. A launch master was actually charged with having left the wheel without anyone in charge, allowing the launch to enter a crowded harbour at half speed.

Police-constable Downie, of Tai O Police Station, summoned the master of the steam launch *Hung Yik* before Mr. C. A. D. Melbourne, to-day, with neglecting to have a certificated coxswain at the wheel while the launch was entering Tai O harbour on the night of the 23rd instant. The *Hung Yik*, we are informed, is the property of Mr. H. P. Smith.

The defendant admitted the charge.

Constable Downie informed the Court that on the 18th instant, at about 4 a.m., the accused's steam launch ran ashore at Tung Chung, (previous record of the stranding having been made by us). At the time of the stranding of the launch the defendant was not at the wheel, but a runner was. Even while the launch was ashore for five solid hours, the accused, it was alleged, refused to take any part in re-floating her. The constable and an Indian policeman were on board at the time. Complainant told defendant to go to the wheel, but he refused, saying he wanted his "chow." At 9.15 o'clock that morning the *Hung Yik* floated off and continued her journey to Hongkong, but accused never went to the wheel, and the person who had charge did not possess a coxswain's certificate. "This man," said Policeman Downie, "is sleeping all the time, your Worship, and allows other people to do his work." Continuing, the officer stated that, on the night of the 23rd instant, he boarded the *Hung Yik* while she was entering Tai O Bay and found no one at the wheel, yet the launch was steaming into a harbour crowded with junks. He was of opinion that a runner was at the wheel and as soon as he was seen boarding the launch the runner cleared, leaving his post vacant. Downie observed that it was an exceedingly dangerous practice, considering that the launch had a goodly number of passengers aboard and the congested state of Tai O harbour at the time. He asked the Court for a heavy penalty.

The maximum penalty for such an offence is $50. His Worship fined defendant $25, with the option of one month's hard labour.

REBELLION IN KWANGSI.

H.E. CHOW FU'S ACTION.

[*From a Correspondent.*]

Canton, 24th November.

The rebellion in Kwangsi appearing to assume large and increasing dimensions, H.E. Viceroy Chow Fu requisitioned several regiments of soldiers from the two Kwang to quell it. These regiments having been brought down here were immediately handed over by H.E. to the military authorities of the two Kwang, with a view to their being utilized in the suppression of the rebellion in Kwangsi, as well as the daring violent robberies which are frequent in Kwangtung.

THE master of the steam-launch *Yuenwo* was arraigned before Mr. F. A. Hazeland, at the Police Court on Tuesday, for plying his launch in the harbour on the night of the 23rd instant, without a light. "The light went out, your Worship," was the excuse defendant gave. "Get a lamp that won't go out," replied his Worship. He was fined $5. This registered the *Yuenwo's* third conviction.

THE SHANGHAI DOCK AND ENGINEERING COMPANY.

To the Editor of the "NORTH-CHINA DAILY NEWS."

Sir,—A lot of your valuable space has been occupied by gentlemen who have discussed the merits and demerits of the above scheme, but I venture to submit to the shareholders the following proposition:—

"Was the resolution as proposed by Mr. Hogg and consequently the amendment thereon in order?" I submit not, for the following reason: the Companies' Act states clearly that "due notice" of any special resolution shall be given and that as a rule the notice required is set down in the Articles of Association of the Company. I understand that the Articles of the Dock Co. call for 14 days' notice for a special resolution.

I find upon reference that the first circular issued to the shareholders is dated October 22 and the second containing the gist of Mr. Hogg's resolution is dated October 29, or two days before the meeting. Therefore under these circumstances the resolution is legally out of order.

I submit this point with great diffidence, as the Company's legal adviser attended the meeting and another able lawyer also addressed the meeting; but should it be correct then it appears to me that the object of holding a meeting on the 27th inst. to confirm a resolution which has never been passed, borders upon the farcical.

Regarding the majority by which the resolution was passed, viz., 36 to 22, I presume the 36 gentlemen who voted in favour of the resolution held the necessary proxies to enable the chairman to declare the resolution passed, the Act calls for a three-fourth majority.

It would be highly satisfactory if this presumption of mine could be verified.

In conclusion, I wonder what the Registrar in Hongkong will have to say to the whole proceeding.—I am, etc.

H. E. McCANN.

November 23.

To the Editor of the "CHINA GAZETTE."

Sir,—As I find that I would encroach too much upon the space of your morning contemporary by again asking hospitality for a reply to Mr. Taylor, I would ask you the favour of inserting the following in your impartial columns, for otherwise Mr. Taylor [illegible] is in the habit of jumping at rash conclusions [illegible] might infer that he has succeeded in defeating the enemy. This is so far from being the case that had I been in Mr. Taylor's shoes, and had the option of keeping silence or replying to my criticism, I would certainly have chosen the former alternative; for Mr. Taylor, by his reply, has rather weakened instead of strengthened his case.—I am, Sir, Yours truly,

G. NIELSEN.

SIR,—Mr. Taylor is perfectly correct: my first letter did not attempt to advance any arguments regarding the new scheme beyond showing, firstly, that the experience which the investing public have had of Mr. Taylor's financial guidance by his advocacy of the Cigarette Factory and the Weihaiwei Gold Mine should make them wary of taking that gentlemen's figures on trust a third time; and, secondly, to rouse the directors of the Dock Co. to a sense of their duty.

I am pleased to learn that Mr. Taylor is not the author of the new scheme; but I believe I am right in saying that he is the chief spokesman for the same, seeing that the report of his speech at the recent meeting takes up more than two columns in your paper as against one-seventh of a column contributed by Mr. J. Hogg, one-eighth by Sir Charles Dudgeon, and one-third of a column by Mr. C. Holliday. It was Mr. Taylor who gave us all the figures, and consequently we have to deal with him, and I am sure Mr. Taylor will not shirk the responsibility.

Mr. Taylor is again quite correct theoretically in saying that the Dock Co. and the new Wharf Co. are two different things. So they are, except when it comes to the question of money; then they are practically one concern, seeing that the shareholders in the Dock Co. are to be jockeyed out of part of their property and forced to take shares in the new Wharf and Godown Co. The two concerns then remain one in all but name.

Mr. Taylor may inquire from practical men such as captains, pilots and the like, (who are my authorities) as to the silting up of the Old Dock if he leaves the caisson open, and he will get the same reply as I got.

Mr. Taylor at the recent meeting certainly implied that the figures he gave for the estimated net profits of the new Company were based on his own authority; for, on a certain shareholder making a satirical reference to Mr. Taylor's Weihaiwei figures, the latter gentleman said:—"I told you what the space in the godowns would be. I can let you figure it out yourself. It seems to me a very simple proposition."

Now, if the professional advice taken by Mr. Taylor amounts to this:—so many cubic feet at so much per cubic foot, and there you are! I trust that I may be permitted to say that I am justified in concluding that these figures are Mr. Taylor's own figures, for the reason that no professional advice is needed by anybody in a problem of that nature. Anybody in possession of a tape measure may obtain the actual cubic capacity of a godown, if he will but measure the length, breadth and height of such godown, and as Mr. Taylor must surely be familiar with the actual surface area and height of the proposed godowns he need not call for any professional assistance in figuring out the cubic capacity of said godowns. It would be an insult to Mr. Taylor's intelligence to suppose that he has actually called in professional assistance to help him work out that problem and I am therefore justified in assuming that Mr. Taylor has worked it out himself. But when it comes to the question of the cubic *storage* capacity of the twelve godowns I trust that Mr. Taylor has called in the best professional help he can get in Shanghai, for I very much fear that otherwise his calculations will be—well, like those concerning Weihaiwei. This point, which Mr. Taylor, with ill-concealed joy, thinks that I am afraid of raising I had in reality reserved as a plum for the confirmatory meeting, but now I trust that Mr. Taylor will *kindly oblige me by letting me have the two* figures asked for, namely, the surface areas of all the godowns, and the height of each storey. Having these I shall be able to check Mr. Taylor's statement that the proposed twelve godowns will have a storage space of 6,300,000 cubic feet. Mr. Taylor has made very unfortunate miscalculations before to-day, and he may have made a mistake again.

I cannot see that I am wrong in giving the total combined capital of the two Companies as Tls. 7,140,000. These are figures according to Mr. Taylor:—

55,200 shares to the present shareholders in the Dock Co. at Tls. 25	1,380,000
Debenture issue	1,220,000
16,000 shares at Tls. 25 eventually to be issued	400,000
Total capital of the new Wharf Co.	3,000,000
55,200 shares in the Dock Co. at Tls. 75	4,140,000
Total capital of the two Companies	7,140,000

It is admitted by Mr. Taylor that the scheme requires that the two first named amounts shall come into operation, the first at once, the second gradually within one year (on the assumption that the new Company's wharves and godowns will be completed within one year!) whereas the promoters say that 16,000 shares valued at Tls. 400,000 may not be required to be issued for some time yet. Very well, then, deduct that amount, and we have:—

The Wharf and Godown Co.	3,000,000
The Dock Co.	4,140,000
Combined capital	6,740,000

We have therefore actually increased our capital by Tls. 1,220,000. If Mr. Taylor cannot see the force of my argument that it would pay us vastly better to sacrifice say Tls. 5 every year out of our dividend in the Dock for, say four years, in order to build wharves and godowns for the money thus laid on one side, instead of spending Tls. 1,220,000 at once, he is less intelligent than I have taken him to be. The difference would amount to this that, whereas we are now asked to put up Tls. 1,220,000 at once we need only make a gradual sacrifice amounting in all to Tls. 662,400, and we then retain the whole thing entirely for ourselves without raising our capital one farthing. And that is the great point.

Now, for the sake of argument, and in order to please Mr. Taylor, I am willing temporarily to admit that all my figures—past and present—are wrong. Absolutely, hopelessly wrong. I will go by one figure only, the figure given by Mr. Taylor in his letter. He there states:—"In my speech the profits were estimated at Tls. 285,500.

12 godowns making a total net profit of Tls. 285,500, how much profit will one godown make? I have a son aged eight and a-half at school in Weihaiwei (of happy recollection) who could answer that question, but as it takes too long to get his reply I will endeavour to figure it out myself, and I find that each of Mr. Taylor's 12 godowns is estimated to earn a net profit of Tls. 23,625.

Now, that seems most reasonable, considering that half of them are situated more than three miles down river. The Yangtsze Wharf & Godown Co., whose wharves and godowns are situated in a much more favourable locality, than six of Mr. Taylor's godowns, only managed to earn Tls. 6,131 per godown last year, although it was an exceptionally good year. If Mr. Taylor's calculations are correct there would seem to be ample reason for the shareholders in the Yangtsze W. and G. Co. to make some inquiry into the working of that concern; for, as a logical result of Mr. Taylor's calculations, that Company *ought* to have made a clear profit of Tls. 189,000 at least. Conversely, if the Yangtsze Wharf Co.'s profits are to be trusted the new Wharf and Godown Co., under the most favourable circumstances, and quite regardless of the fact of their less advantageous situation, will be able to make the following net "profits":

12 godowns @ Tls. 6,131	Tls. 73,332
Less amount payable on Tls. 1,220,000 7 per cent Debentures	85,400
Deficit for the year	Tls. 12,068

Mr. Taylor is quite correct in his statement that I personally only own five shares in the Dock Co., (though whatever that has got to do with the earning capacity of his new scheme I fail to see). Thank heaven I only possess five. Mr. Taylor is less fortunate than myself, for he owns 300 shares. Fortunately I have had sense enough to invest my spare cash in more profitable undertakings than the Dock Co. Mr. Taylor will therefore see that I am personally far less interested than himself in the fortunes—or misfortunes—of the Dock Co., or any scheme connected with it, and that I claim to be personally, as nearly as possible, disinterested. The owners of the shares for whom I am a proxyholder have an interest in the Dock Co., and in any scheme affecting the Dock Co., in about exactly the same proportion as Mr. Taylor, and these gentlemen, who are not sufficiently well acquainted with the English language to fight their own battle, have asked me to do the fighting for them. At first I objected on various pleas, but as they insisted I had to confess that I thought I lacked the ability to upset this phantastic scheme. To which they replied:—"We can assure you that only an ordinary fool is required to pick that wonderful scheme to pieces."

And so I put on the gloves.—I am, Sir, Your ect.,

G. NIELSEN.

THE LATE CHAN FONG'S ESTATE.

COMMENCEMENT OF ACTION.

Honolulu advices, dated Oct. 24, state:—The struggle for the Afong fortune has begun. A bill for an injunction restraining Mrs. Afong from disposing of any of the fortune she has saved from the proceeds of the property left in Hawaii by her husband when he departed for China in 1890, and to decree its distribution among the children, has been filed. A temporary injunction has been granted.

At the same time, too, J. M. Riggs, one of the sons-in-law of the Afong family, has gone to Macao, China, which was the home of the late Chan Afong, to look after the interests his wife and some of the other daughters whom he represents may have in the large estate which it is reputed Afong left in China.

The suit brought here shatters all the legends that have grown up of the Afong millions and a fortune for every daughter of the house as a marriage portion. The unsentimental recitals of the bill in equity allege that, when Afong determined to go to China, he sold his interest in Pepeekeo plantation for 2,000 shares of the stock of the company that bought it. This price included the release of dower by his wife.

These 2,000 shares of stock formed, aside from the family residence, the whole provision made by Afong for his wife and family. They were conveyed by trust deed to the late W. F. Allen and his successors in trust, the income to be paid Mrs. Afong for the support of herself and family. Provision was made for the distribution of the stock among the children after their mother's death, and after the youngest child had reached the age of 21.

This income, which has been large, has been paid to Mrs. Afong. Out of it she supported *her family, and from time to time has* made handsome provision for the support of different members of the family. Besides that, she has accumulated savings alleged to amount to $200,000.

Some of the sons-in-law claim that by the terms of the trust deed these savings, which Mrs. Afong has accumulated, belong to the children, and it is to enforce this interpretation of the will and compel distribution that the suit in question has been brought. The bringing of the suit and the contentions that have led to it have created very bitter feeling between members of the family. The sentiment of the community is decidedly with Mrs. Afong, and there is a general feeling of wonder if the reported millions in China will prove as mythical as those which legend and fancy have pictured in Hawaii.

Among the sons-in-law are Rear-Admiral Whiting of the United States Navy; Lieutenant A. L. Dougherty of the Twenty-eighth Infantry, United States Army, and Judge A. H. Humphreys of Honolulu.

CHUNG SHUN KOO'S BANKRUPTCY.

THE JUDGMENT.

29th ult.

In Bankruptcy Jurisdiction this morning, before His Honour Sir Francis Piggott, Chief Justice, Sir Henry Berkeley, K.C., instructed by Mr. Stevenson, of Messrs. Deacon, Looker and Deacon, appeared for the trustee, in the matter of Chung Shun Koo. Mr. M. W. Slade, instructed by Mr. R. F. C. Master (of Messrs. Johnson, Stokes and Master) and Mr. F. X. d'Almada e Castro represented a number of creditors, when his Honour the Chief Justice, delivered the following judgment:—

His Honour said: The unfortunate debtor in this case has been the victim of a perfect comedy of errors. Up to the time of judgment in the action brought by Mr. Ho Tung against him the errors were of his own making; since then they have been made by his opponents, and having already been the man in the witness box, I am not at all surprised that the Trustee should have found him so upset as to be unable to give any coherent account of himself or his affairs. This judgment will dispose of some of these errors; but there is one final set of errors said to have been committed by the debtor and those who allege themselves to be his creditors, which will have to be unravelled hereafter. Further, as if it was to complete the chain of errors, I have the misfortune to take a view of the law applicable to the debtor's motion to discharge the order I made *ex parte*, which neither Counsel engaged in that case felt themselves able to support. Having given the matter very careful consideration, I have come to the conclusion, for reasons which I will presently state, that a judgment creditor is not a secured creditor, except in one very special case. I must therefore work out the consequences of my view myself and give judgment accordingly. But as it is perfectly possible that either party may feel aggrieved by this view, and may wish to appeal, I think it advisable to argue the points involved as they were argued. First, then, I will assume that a judgment creditor who has secured a judgment is a secured creditor. Mr. Ho Tung on 25th June, 1906, obtained a judgment, and on 29th June obtained a prohibitory order, when he came to prove his claim in the debtor's bankruptcy, swore on the usual form, that he held no security, the fact that he was a secured creditor to the extent of the value of the property attached having gone out of his mind. It also escaped the recollection of his solicitor. From this mistake he sought to be relieved on the ground of inadvertence. This application was made to me *ex parte* and, the Trustee consenting, I made the order, which the debtor now seeks to set aside. The inadvertence of the solicitor being sworn to, I am willing to accept it so far as he is concerned: though the debtor is justified in reserving the right to ask for further evidence of the inadvertence of Mr. Ho Tung himself, should it become necessary. But in the view that I take of the consequences of the mistake it is unnecessary to go into this question: for he is not entitled to relief if his proof as an unsecured creditor has been prejudicial to the debtor, though I am bound to say I do not find the law applicable to the particular circumstances of this case very clear in the cases cited.

In exp. Clarke re Burr (47 L. T. 232) the Judge undoubtedly lays down this principle that a creditor who has voted and omitted to value his security, ought always to be allowed to withdraw his proof, and to be relieved from being deemed to have surrendered his security unless he has elected really to abandon his security; that is, unless he has omitted to do that which he did omit, deliberately, and on purpose. If it has been done accidentally, he ought, on such terms as the Court may think fit to impose, to be relieved from the loss of his security. In that case it is true the creditor had voted, but his vote seems to have had no influence on the result of the meeting one way or another; and this being so, the principle is easy to be understood. This case seems to lay stress on the necessity of the creditor having acted advertently.

But in re Safety Explosives Co. (1904 Ch. at p. 235) the same learned Judge, then L. J. Vaughan Williams, said that it was not disputed that an amendment of a proof ought not to be allowed if the position of the parties has been altered since it was put upon the file: and the same principle is alluded to in the judgment of North J. in re Lester exp. Huddersfield Bank. There also the creditor had voted: and the learned Judge said: "No doubt . . . he might by his vote have succeeded in so altering the position of the Company that it would be unfair to say that he should be released from giving up what he has given up in consideration of securing the advantage which he had got by his vote. . . . I do not find the vote really came to anything. The vote he gave did not alter the position of things so as to entitle the creditors to hold him to the vote for that reason."

So it is clear that even if there has been inadvertence, if the effect of the vote has been to alter the debtor's position the creditor will be held to it: with the result that he will be held to have abandoned his security: but I am disposed to add "unless things can be put straight."

Now let us see what happened in this case. If Mr. Ho Tung had voted at the creditor's meeting for his debt, less his estimated value of his security, the special resolution would have been passed. The figures are conclusive on this point.

As to this there is a point in the procedure which was adopted by the Official Receiver, which I think needs improvement. He wrote on the minutes of the meeting:—

"Resolved as follows: Mr. S. Bisney, proxy for Mr. Ho Tung dissenting, that the debtor's proposal for a composition credit forth set above be accepted."

This looks, and both Council for Ho Tung and I, at first thought this meant that the resolution having been adopted, the condition of s. 18 (1) had been fulfilled and that this was a "Special resolution." But it was not. In order to be a "special resolution," it must be voted by ¾ in number and value of those present and "entitled to vote." This condition was not satisfied. Some of the claims having been disallowed for the purpose of voting because the creditors were not present either in person or by proxy. But it would have been satisfied if Mr. Ho Tung had not voted for the full amount of his debt. He has, therefore, by his vote prevented the special resolution from being passed.

With regard to the Official Receiver's procedure I think it would be better that the fact should be noted whether or not the requirement of s. 18 (1) has been complied with.

But it was said that even if it had been passed the scheme was not such as the Court would have approved.

Now see what follows:—The Trustee who was appointed 13th Sept., 1906, immediately after the papers were handed over to him, proceeded as if the requirements of s. 18 (2) had not been complied with—that is, that the resolution required the support of three-quarters of the creditors "who had proved." This is expressly referred to in Mr. Lowe's affidavit of 1st November. He says "The reason why the scheme of arrangement mentioned in paragraph 4 of the debtor's affidavit (i.e., the scheme put to the creditors' meeting of 3rd August) was not proceeded with was because the scheme was not voted by a majority in number representing three-quarters in value of the creditors who had proved." The figures do bear out this statement, and from this point of view Mr. Ho Tung's vote did not affect the proceedings. But it is a wrong point of view altogether as I have already shown. Mr. Lowe then proceeds to explain why he could not accept the scheme which the debtor had brought forward, giving a variety of reasons, many of which are certainly substantial reasons. But this was a scheme propounded because the first scheme had been defeated by Mr. Ho Tung's vote. I cannot assume that the first scheme would have been objected to on the same grounds. I cannot even express decided opinion on it; but in reading the objections formulated by Mr. Lowe the following observations occur to me: He says that the deposit in the Bank proposed was not guaranteed Chung Chim Kwai referred to in the scheme is I understand the same person as Chung Cheung Kwai who offered to pay the money in the first scheme. But the criticism does not necessarily apply to the proposal in the first scheme, because under that the 20 per cent. was to be paid by Chung Cheung Kwai, the debtor's brother, in the month of August. Mr. Lowe may have had objections to this but I do not find any statement of them. The objections which are personal to the debtor may perhaps have been advanced against the first scheme, but the 'bribery,' (i.e., the pointing out to the Trustee that it was to his personal interest to accept the scheme—and which, I need hardly say, was most reprehensible), occurred with regard to the acceptance of the new scheme, and might not have occurred at all if the old scheme had been adopted, or at least considered; and with regard to the allegations that the debtor did not disclose all his property, and that the Trustee had the greatest difficulty in obtaining any information from him about his affairs, what I said during the argument about the debtor's state of mind must not be understood to mean that I intend to palliate his conduct; but that the time has not arrived for me to deal with it. To adopt the words of the Trustee himself: "The debtor was so upset he could not exactly quite say: "that was his unhappy position all the way through, from the time of Mr. Ho Tung's action in this Court to his public examination: and the worry of his mind was undoubtedly increased by the first scheme not going through.

As to the debts of the other creditors not being valid debts, that undoubtedly would have been raised to the first scheme, but that is the subject of a special motion before me, and would have been dealt with then, as it will be dealt with now.

The gist of the objections was undoubtedly the fact that the leasehold properties which were relied on to produce some or the greater part of the 20 per cent. formed the security which Mr. Ho Tung held in virtue of his prohibitory order. But this is blowing hot and cold. Mr. Ho Tung has by his vote as an unsecured creditor prevented a scheme from going to its second stage in which this fund would have been available: and he objects to the second scheme because he is a secured creditor, which would prevent the fund being available.

An analysis of the objection raised by the Trustee to the new scheme show conclusively that the position of the debtor was materially altered for the worse by the vote by inadvertence of Mr. Ho. Tung as an unsecured creditor at the first meeting, and it is therefore impossible to let him amend his proof, unless an order could be made which would restore the status quo ante. But all this is obviously dependent on whether the Trustee can succeed in knocking out the proof of some of the creditors who proved. If he does then the figures, on which the previous argument proceeds, will be enterily altered, and the question of the concludment of the proof would probably require further consideration.

So much for this part of the case regarded from the point of view of Mr. Ho Tung being a secured creditor. I now proceed to state my reasons for considering him not to be a secured creditor.

Sections 30 to 32 of the Ordinance deal with "Proof of debts," s. 30, treating of the rights and duties of secured creditors. Then two other subjects are dealt with, "Appropriation of Assets," by sections 33 to 35, and "Property available for payment of debts," by sections 36 and 37. Afterwards we come to another group of sections, 38 to 42, which are headed "Effect of bankruptcy on antecedent transactions," of which s. 38 treats of "Restriction of rights of execution creditor," which follow s. 45 of the English Bankruptcy Act, 1883.

This section lays down the important principle that a judgment creditor shall not be entitled to retain the benefit of an execution unless he has completed it before the date of the receiving order and before notice of the bankruptcy petition: that is, he shall be entitled to retain it if he has completed it without notice of the petition. Then in the 2nd sub-section the meaning of "completing an execution" is given, which naturally varies according to the kind of execution resorted to.

Now on the face of this section there is nothing which links it on in any way with section 30, which deals with secured creditors; there is no word in either which refers to the other, or from which a reference to the other could be inferred. They deal with a different order of ideas, the first with creditors who hold unrealised securities; the second with creditors who have already enforced their claims to the full by process of law—its marginal note might well be "Beati possidente." The whole idea however centres round the fact that possession of the debtor's property has been obtained. Now I come to the different forms of execution—the different ways in which possession may be obtained.

In some cases, owing to the nature of the property, possession cannot be obtained absolutely, but only figuratively; in the case of lands, it is by the attachment by prohibitory order with due registration in the Land Office. This is no less a form of execution than seizure and sale of moveables; but owing to the fact that the sale of lands is not so expeditious as the sale of goods and chattles, the execution is deemed to be completed by the attachment, which is the equivalent of seizure. There can be no difference in the application of the principle of the section to different kinds of property; what is required in order that a judgment creditor should retain what he has got is something to show that he has got it: something which has ousted the claim of the debtor, if not to its possession as owner, at least to his exercising his rights as owner. He is prohibited from dealing with it as owner, because in the view of the law execution upon it is deemed to be completed when he has in fact been dispossessed. But it is said all this goes to show that in respect of lands against the owner of which a prohibitory order has been granted the judgment creditor is a secured creditor, because this creates a charge on the land, and therefore that this brings it within the definition of "secured creditor." This definition is "a person holding a mortgage, charge or lien on the property of the debtor or any part thereof as a security for a debt due to him from the debtor." No part of this definition fits on to the position of the judgment creditor dealt with in section 38. How can a person who has completed execution against a debtor be said to hold a security for a debt? Nor can the attachment by prohibitory order be said to be a charge on the land. A charge on land as a legal term means a burden imposed on land belonging to and in the possession of the owner, which does not prevent him dealing with it, but which limits his power of dealing with it otherwise than as subject to the charge. But the completed execution is something much more than this; the seizure, or what is the same thing, the attachment, has dispossessed him—the most effective token of his dispossession is the order prohibiting him from alienating it, and all other persons from receiving it.

The Land Officer, who learned in all the lore of his office I must here acknowledge, has drawn my attention to another aspect of the question. It was expressly provided by the statute—1 and 2 Vict. c. 110 s. 13—that a judgment should operate as a charge on real estate: and the intention that the judgment creditor should have a preference in bankruptcy in virtue of such charge if entered up one year before the bankruptcy is expressed in the proviso to the section. That act is in force in the Colony as it was passed prior to 1845: but its effect is modified by the Land Registration Ordinance, 1843, which requires it to be registered in the Land Office.

In England the Act has been modified, and it is provided by S. 27 and 28 Vict. c. 112, s. 1, that judgments are not to affect any land until it has actually been delivered in execution: which it has been held did away with the charge, and assimilated the law affecting land to that affecting personalty in respect of judgments. That Act is not in force in the Colony. The effect of this is that the judgment creditor has a charge on land if he has registered his judgment in the Land Office a year prior to the bankruptcy; but not otherwise: and if he never had a charge execution could not give it to him; for the very good reason that it gave him more than a charge—the possession of the land.

I am therefore of opinion that Mr. Ho Tung was a judgment creditor entitled to retain what he had obtained, namely, the realisation of his attachment on the debtor's land: and that he was not to be treated as a secured creditor. His proof was defective because it was for too much, but neither the express provision which requires him to value his security, nor the penalty for voting for the whole of his debt, that he would be held to have abandoned his security, applies to him. I think I may fairly assume that Mr. Ho Tung would have valued his execution at $19,500, the value he has put upon his so-called security; and therefore the order which must be made is that his proof be reduced by that amount, but without any forfeiture of the rights which he has acquired under his completed execution. This will restore the resolution passed at the first meeting of creditors, and as it is now a special resolution as required by law, the second meeting required by s. 18 (2 and 3) must be called. The question of costs I must deal wit' later. This order, however, must be in abeyance until I have considered the motion of the trustee calling on some of the creditors for further proof to substantiate their claims.

I proceed now to consider the Trustee's motion calling for further proof of the claims from certain creditors.

Sir H. Berkeley insisted, and indeed persisted that his motion was entitled to priority. But I am quite clear that although logic would seem to be on his side, there was no reason for departing from the usual practice of taking motions in priority according to their respective notices. And it was the more necessary in this case, because the Official Receiver had admitted the proofs, and therefore the creditors were entitled to be heard on their motion as if they were bona fide creditors. The course I pursued moreover had the advantage of revealing certain misapprehensions in the bankruptcy practice quite apart from the essential difference between the 1st and 2nd sub-sections of section 18, which I have already dealt with, which I have now to attempt to set right. These creditors were assumed all the way through to be recalcitrant, because they declined to comply with the Trustee's request to substantiate their claims, replying that they had already been accepted by the Official Receiver: and no little invective was devoted to them, for assuming a position which, after very carefully considering all the arguments, I have come to the conclusion was a strictly legal one to assume.

The practice of appointing a Trustee is, I understand, of rare occurrence, and the application of section 30 to him does not seem to have been fitly considered by the Court. The words are "subject to the power of the Court to extend the time, the Official Receiver, or Trustee, shall within 14 days after receiving a proof, either admit it, or reject wholly or in part, or require further evidence in support of it and shall notify the decision to the creditors at the next general meeting." I may deal at once with the argument that these provisions are "directory," and are therefore not to be construed too strictly. I agree; but I understand the meaning of this to be that they are directions to an officer of the Court, and that the consequences of slips on his part will not be pressed too hardly against him or rather against the person whose rights are vested in him, if it is possible for the Court to set the right, because it is not advisable that those people who are directly and pecuniarily interested in the Trustee's conduct of the proceedings should be prejudiced by errors which he may commit. The Trustee has simply failed in his duty, that is all (see Day J. in the Sissling, 53 L. J. 967). But this does not mean that therefore the express provisions of the statute are to be ignored, and the officer may act in complete disregard of them. The key to the position is the meaning of the words "receiving a proof." After the Trustee had been appointed the Official Receiver handed over to him all the papers, including the proofs which he had himself received: and it was treated as if the date of the Trustee's receiving the proofs from the Official Receiver was the date from which the 14 days were to run. (See the letter of the Solicitors for the Trustee.) I am of opinion that this is wrong: "Receiving a proof" means receiving it from the creditor, and is a technical expression, used for fixing the date on which a creditor is said to have proved. This established, the rest follows easily. The Official Receiver and Trustee are used in the alternative in this sub-section as throughout the Ordinance: either of them may receive proofs, and thereupon within 14 days, may do what the sub-section enables them to do. Some proofs were received by the Official Receiver, and some by the Trustee: and in respect of the proofs received by them respectively either of them might have called on the creditor for further evidence, and either of them might admit or reject. There is nothing in the language of the sub-section which authorises the Trustee to whom proofs admitted by the Official Receiver have been passed on to act as a sort of Court of Appeal from the Official Receiver, and call for further evidence to substantiate them: for this simple reason that the period has gone by. And so far as the Trustee is concerned there is no "reception of proof" by him from which the time run: When once the Official Receiver has admitted a proof the simple powers of the two officers are exhausted.

I accept Sir H. Berkeley's final argument in reply to Mr. Slade, that where a Trustee has been appointed, he is the successor in title of the Official Receiver: but that makes the point plainer; for a successor in title cannot exercise, a second time, rights which his predecessor in title has already exercised. And the same argument must apply to the power of the Court to extend the time: to extend the time to do what? to admit, or to reject, or to require further evidence. I do not think either of the officers, having exercised their power of admitting or rejecting a proof, could then come to the Court to extend the time—i.e., to extend the time to do, a second time, what they had done, or failed to do, once already. There must be some limit. For the benefit of the creditors generally, the Official Receiver, or the Trustee, is given a right of exercising a strict supervision over the claims of any individual creditor: but, whenonce this supervision has been exercised, the individual creditor is entitled to some protection also; his position cannot be affected vis-a-vis the officers who are carrying out the Bankruptcy proceedings, by the fact that there has been a change in the officer, and a new brain has been brought to bear upon the investigation. If a new Official Receiver had been appointed, could he revise his predecessor's action? Undoubtedly not. Nor can a Trustee who succeeds to the business of carrying on the bankruptcy. I have purposely omitted any reference to the English practice, which is more elaborately defined, because I think the meaning of the sub-section is clear. But I think that the interpretation I have given brings the Colonial procedure into line with the home practice.

But the question of interpretation settled, does it follow that the claims of creditors cannot be investigated, and further evidence to substantiate them not be required? By no means; but the duty of doing this, then, lies with the Court, which may be set in motion by the Official Receiver, or if he has passed on his functions, by the Trustee. The English cases, which deal with this branch of the case, seem to be clear that, when the powers of the Official Receiver or the Trustee under the section have been exhausted, the application must be to the Court to expunge, and that there is no limit to the time during which this may be done. I shall treat the motion as if it were such an application. It will be advisable for the Trustee to consider as to which of the claims he thinks it expedient to press the motion. I shall deal with the notification of costs hereafter.

EMIGRANTS FOR SINGAPORE.

FARMERS AS WOULD-BE STOWAWAYS.

29th ult.

Detective Sergeant Grant, of the Central Police Station, paid a visit on board the steamer *Gregory Apcar* in the harbour yesterday afternoon and arrested three boarding-house men, who, it was alleged, were about to rush five farmers to Singapore. After questioning the farmers for a while, the officer took charge of the gang, including the boarding-house men, and marched them to the station. Three of the farmers were charged with being on board the *Gregory Apcar* with the intention of stowing away, thereby defrauding the company. Lo Ting Fui, a boarding house runner, No. 245, Des Vœux Road Central, was put down as aiding and abetting the three men above-mentioned to go on board the ship with the intention of getting them to Singapore without the knowledge of the officers of the ship. Cheung Sam, a boarding house keeper, 162, Des Vœux Road Central, was booked as having obtained the shipment of two emigrants on board the *Gregory Apcar* by fraud, and the indictment against Tam Hing, another boarding-house runner, was that of aiding and abetting the said Cheung Sam to ship the two emigrants.

The boarding house men on being placed before Mr. C. A. D. Melbourne, at the Police Court this morning, pleaded guilty to the charges.

The complainant in the case said that while he was aboard the *Apcar* steamer he met the farmers and asked for their tickets. They had none, but pointed out the boarding-house men as having put them aboard. Further inquiries proved that the farmers only arrived in the Colony from the interior yesterday, and they were rushed aboard ship immediately after. No tickets were procured for them, none was required, as the farmers had already been schooled as to the safest way to stow away.

His Worship discharged the farmers with a caution after they had each been examined. He fined the first boarding house man $100 and the remaining two $25 each, which was paid.

CLAIM STRUCK OUT.

PLAINTIFF ABSENT.

29th ult.

In Summary Jurisdiction at the Supreme Court this morning, his Honour Mr. A. G. Wise, Puisne Judge, presiding, the case in which Cheang Lai of No. 7 Lammont's Lane, contractor, sued Cheang Tsui of No. 19 Elgin Street for the recovery of the sum of $1000, being damages in the nature of trespass by false imprisonment alleged to have been suffered by the plaintiff by reason of the unlawful act of the defendant in causing the plaintiff to be arrested on 15th September and confined in prison until the 17th idem, when he was allowed out on bail until the 25th September, and then again confined in prison until the 26th, when he was again let out on bail until the 9th October. On that date he was brought up at the Central Police Court and charged with embezzlement of the sum of $514 from the defendant on the 10th January, whereas plaintiff was not and never was a clerk or accountant to defendant as alleged by him. Plaintiff was discharged at the Police Court as defendant failed to appear to prosecute.

Mr. E. Lang, of Messrs. Deacon, Looker and Deacon, appeared for the plaintiff, and Mr. C. F. Dixon, of Mr. John Hastings' office, represented the defendant.

When this case was called on Tuesday last Mr. Lang asked for an adjournment as his client had not turned up. Mr. Dixon opposed, saying it might go on being adjourned for ever and he must ask that the case be struck out.

His Honour: No, I will adjourn this case a second time; your client ought to have been here. The case is struck out with costs against the plaintiff.

A BIG OFFER.

FROM A "POOR MAN."

[*From a Correspondent.*]

Canton, 27th November.

When H. E. ex-Viceroy Shum was leaving Canton, he declared himself to be "a poor man." It has therefore been surprising to learn here that H. E. Shum has wired to the manager of the Canton Waterworks at Tsang Po that he will take up $300,000 worth of shares in that Company. The directors of the company have taken this offer into consideration, and are discussing the advisability of accepting so much money and allotting so many shares to a single shareholder.

In a fire which broke out at Hunghom on Monday two matsheds were destroyed and damage to the extent of $1,100 done.

"SHELL" TRANSPORT AND TRADING CO.

The annual general meeting of the "Shell" Transport and Trading Company, Limited, was held on 23rd Oct., at Winchester House, Old Broad-street, E.C., Mr Marcus Samuel, Bart. (the chairman), presiding. The Secretary (Mr. F. A. Smith-Rewse) having read the notice convening the meeting,

The Chairman said: I now have to submit to you the eighth annual report of the "Shell" Transport and Trading Company, Limited. From the balance-sheet you will see that, including the balance brought forward from the year 1904, there is at the credit of profit a sum of £525,962 8s. Out of this an amount has been placed to the provision for depreciation of steamers and installations, which raises this fund to the large sum of £602,999 3s. 5d. We have written off £10,000 from the cost and expenses of the issue of preference shares and the whole of the balance of the American expenses, and as we ask your consent to write off out of the amount which we might otherwise have carried forward £19,149 18s. 1d., you will, no doubt, note with pleasure that this heavy call upon our profits will not recur. Although the sum of £13,500 which we receive less than the cost of our shares in the Petroleum Producte Actien Gesellschaft should not really fall to the charge of the past year, because they have only just been realised, yet, for reasons which I shall explain to you, we have no hesitation in adopting this course, as well as of writing off the whole of the losses in the European business ascertained to date, instead of charging four months of the loss to the current year's profits. We shall therefore carry forward the sum of £85,355 6s. 10d. With the raising of the capital of the Petroleum Producte Actien Gesellschaft to £600,000 we, declining to contribute our share, necessarily lost all control in the conduct of the business, and the shockingly bad results which have been attained have arisen very largely from the management of the business on the Continent, over which we had practically not even supervision, and the results, showing in some place no return whatever for the oil, were only communicated to us months after the event. Your directors are of opinion that they would have had some redress against their co-partners for this state of things; but, considering that a bad settlement is better than a successful lawsuit, they decided to sell their shares in the company to their co-partners at par, and also to sell them four of their steamers—viz., the *Pinna*, *Euplectela*, *Turbo*, and *Focillight*, to obtain employment for steamers having been one of the main inducements to the company to enter the European business. We found ourselves in an entirely false position, because we were only merchants buying oil and having to consign it, and we could not compete successfully with other European organisations in oil who market their own production and must accept the best price they can get for it. We can only congratulate ourselves at having obtained par value for shares the holding of which would have involved us in further losses, because, with the sale of the share and the steamers we have cancelled all contracts involving us in any liability to consign oil to the companies for sale.

EXPECTATIONS FOR 1906 REALISED.

In my concluding remarks in December of last year I warned you that the average prices realised, in the East, had been the worst on record, and it is scarcely surprising that, under these circumstances, as a result of the competition we had to meet, our profits have been reduced; but I was also able to assure you that the prospects for 1906 were very much better, and you will certainly learn with satisfaction that those expectations have been realised. We have subscribed and paid our third share of the additional capital raised by the Asiatic Petroleum Company, Limited, owing to the natural development of their business, and this is an entirely satisfactory investment. Referring to the Borneo fields, I invite you to note the statistics given in the report, by which you will observe that we have materially increased our shipments of kerosene as compared with 1905. We have also increased them to a small extent in liquid fuel, and to a very considerable one in benzine or petrol; for, in accordance with our anticipations, the time has arrived when the splendid qualities of our heavy petrol are meeting with the recognition they deserve. As we did not give you certain other statistics, I take this opportunity of doing so. We have at present a stock of crude oil of 35,039 tons, against 30,505 tons last year; kerosene awaiting shipment 19,416 tons, against 19,784 tons last year; petrol 5,233 tons, against 4,610 tons last year; and liquid fuel and residues 17,550 tons, against 8,794 tons last year; or a total of 77,238 tons, against 63,693 tons at the same time last year. These stocks could have been very largely augmented had it not been absolutely necessary to destroy upwards of 39,500 tons in consequence of insufficient off-take and lack of storage. It is intended to convert the bond indebtedness of the Nederlandsch Indische Industrie en Handel Maatschappij to ordinary shares, and to increase the capital to fl.20,000,000, this being rendered necessary by the constant expenditure demanded, in order to make the most of our fields. During the current year the company have spent on refinery extensions, storages, &c., in Borneo £119,596 5s. 6d., and on exploration account £11,114 19s., whilst they have written off in profit and loss for amortisation of these items £53,707 4s., being strictly in accordance with the scale agreed by this company. They have also added £16,207 18s. to reserve, raising this figure to £23,306 4s. 10d., carrying forward a balance of £1,834 1s. 9d. This increase in the company's capital is rendered advisable in consequence of the dividend upon the shares, owing to the nominally small capital, appearing too high, and if it were allowed to continue in its present state it might lead to the impression that an unduly high return was being obtained on the shares, which is not the case, seeing the very large sum really invested in the business.

BORNEO PROPERTY IMMENSELY VALUABLE.

It was my duty to inform you on previous occasions that the kerosene which we are able to make from Borneo oil is not what is called standard quality, and the advantages of selling it mixed with the better grades supplied by other producers to the Asiatic Petroleum Company would be very considerable. I cannot too clearly express my own conviction, and that of my colleagues, that our property in Borneo is an immensely valuable one; but the fact that our business depends upon one territory and one refinery only has led us to favourably consider an amalgamation with the Royal Dutch Company, which, among other advantages, will give us an insurance fund against any possible falling-off in the production of our own fields, and, what we look upon as a more probable danger, the destruction of our storage and refinery by fire, for in these respects the Royal Dutch are in an invulnerable position. That company, in fact, has gradually absorbed nearly the whole of the producing and refining companies in the East, viz—the Moeara Enim, the Moesi Ilir, and the Sumatra Palembang. Owing to our alliance with them in the Asiatic Petroleum Company, Limited, we have been able to realise how carefully and ably their business has been conducted, and at the proper time we shall place before our shareholders full particulars of that company's accounts. Their principal wealth is in their territories and refineries, and their assets in steamers and installations, certainly do not compare in value with those of the "Shell" Transport and Trading Company, Limited. On the other hand, the character of their produce enables them to make a very much larger net income, and your directors have naturally satisfied themselves that the proposed division of revenue, as to 40 per cent. to this company and 60 per cent. to the Royal Dutch, is a perfectly equitable one, which, in due course, they will be prepared to recommend for your acceptance; but in the circular which we issued inviting you to dispose of a certain proportion of your holdings we were at great pains to explain to you that we have only, so far, signed an arrangement to make an agreement subject to many contingencies, and I am unable to inform you to-day that negotiations are absolutely concluded, for you will easily realise that in assets of the magnitude possessed by both companies a most careful investigation by both sides is necessary, in order that we may each thoroughly know the nature of any obligations which we take upon ourselves, either as attached to the concessions or installations. These examinations are now progressing, but the exact legal form to be adopted to give effect to the agreements arrived at has not yet been decided, and presents considerable difficulty. One of the principal things which we both have to consider is the avoidance of a dual income tax. The profits of the Royal Dutch Company available for distribution may be put at about £600,000. Naturally these have not been subject to the English income tax, and, as at the present rate it would involve a charge of something like £30,000 a year, the directors of that company cannot consent to mulct their shareholders with such a burden. Then we certainly must avoid the payment of Dutch income tax upon any portion of our profits not arising from Dutch possessions; and, whilst our mutual lawyers are endeavouring to solve these questions, I cannot take the responsibility of giving you an assurance that the matter is definitely concluded when some hitch may arise which would prevent its fulfilment.

THE AMALGAMATION SCHEME.

By holding 60 per cent. of the shares in the middle companies, the control of the business will pass, in fact, into the hands of the Royal Dutch Company, and, under these circumstances, your directors have felt it absolutely necessary that that company should hold a substantial stake in the "Shell" Transport and Trading Company, Limited, and hence we have agreed to provide 500,000 shares at 30s. per £1 share, ex dividend for the current year. I hope that our fellow-shareholders will feel that Messrs. M. Samuel and Co have acted in a liberal spirit by giving the offer to their co-shareholders of disposing of any interest which they may desire to realise, whilst themselves undertaking to supply the necessary number of shares to enable the amalgamation to go through. One of the conditions of the agreement is that the "Shell" Company shall provide £200,000 of fresh working capital for the combine, the Royal Dutch Company contributing £300,000, and were we to distribute as dividend the amount which we have earned in 1906 it is quite inevitable that we should have to raise capital to do so, and the Royal Dutch Company have made the reasonable stipulation that we shall limit the distribution for this year to 5 per cent. To those who are permanent shareholders in the "Shell" Company it makes very little difference whether we receive the dividend this year or next; and I have repeatedly frankly stated that the board of a company like this cannot, and must not, consider the interests of those few shareholders who simply speculate in the shares, and go in and out of them. I cannot add usefully any information to what I have now given, except to state that should the agreement go through on the lines designed the interests of the preference shareholders have been carefully guarded, and will form, for to years at least, the first charge on the entire profits of the amalgamated companies, and subsequently on our own proportion. As we should in any case have had to spend upwards of £200,000 in erecting a wax plant and creating facilities for utilising the very valuable by-products in our Borneo oil, it will be seen that there is no hardship for us in contributing the working capital for the combine which we have agreed to provide. Averting for a moment to the results of 1906, the shareholders will be very glad to learn that the year has been a most prosperous one so far, and although we only propose to distribute on January 1 next an interim dividend at the rate of 5 per cent. per annum, we have the greatest hope that when the accounts are made up and presented for 1906, should the amalgamation with the Royal Dutch Company not be completed, it will be the pleasant duty of the directors to recommend a further dividend for the year. I now formally move the adoption of the report.

THE DISCUSSION.

The motion was seconded by Mr. A. V. D. Best. Mr. Howell asked if the offer which the chairman had made to the shareholders would hold good until the agreement was signed.

The Chairman: No, we have to specifically agree to give those shares, and we have given the shareholders the option of contributing their portion up to 31st inst. Those who do not decide to take it will not be able to do so afterwards.

Mr. Howell: And if they go in for their portion on 31st inst., how long will it be before you let them know?

The Chairman: The agreement has to come into force on January, but we could not let them know until everything is signed. I may tell you that the number of shares that the directors have placed at their disposal so far is 6,378, and it does not help much towards the 500,000.

Mr. Howell: And supposing this agreement is not signed before the end of the year? The Chairman: Then you are free. Mr Howell: Does the option lapse or not? The Chairman: It lapses entirely.

Mr. J. A. Chartier said that he could not possibly see how it was that the cost of issuing the preference shares could come in as an asset. It was certainly a loss, and, in his opinion, it should have been put as a debit. He would like to know, also, in regard to the Petroleum Producte Actien Company, whether the amount written off actually covered the whole of the loss made. He would further like to know if the board had already sold the four steamers, and, if not, had they made sufficient provision to cover any possible loss.

The Chairman: I am very pleased to reply, and I may say that I welcome such questions. The cost of the preference shares is properly charged, and is represented by the asset of £1,000,000 sterling which the company is not liable to repay; that is to say, they issued shares for £1,000,000, and they have, in my opinion—because they are very strong—written off the cost of the preference shares out of their profits. It does not sound as an asset; those 1,000,000 shares represent £1,000,000 of capital, and they have their earning powers. The fact that the company have written that off out of their profits only shows that they are very strong. They are not obliged to do it; it amounts to something over £60,000, and the Income-Tax Commissioners have always refused to allow us to consider that as part of our profits. They made us write that off. As to the Petroleum Producte Actien Gesellschaft loss, that is more than covered by the amount which we have put aside. The four steamers,

the shareholders will be glad to learn, were sold at a valuation fixed by Sir Alfred Jones, acting as arbitrator. The amount of Sir Alfred Jones' award was a sum many thousands of pounds more than the amount at which the steamers stood in the company's books; but as the result of the compromise, the amount which we obtained for those steamers was really £150,000, which will about clear their cost in the books. If we had got the price at which they were valued, they would have shown a very large profit indeed.

Mr. Arthur H. Brandt asked if there was any necessity for writing off the cost of issuing the preference shares, and whether the directors considered that it constituted a proper asset to carry forward?

The Chairman said that, in his opinion, the cost of issuing the preference shares was an asset. He thought that every business man would agree with him that it would be wholly unnecessary to write the amount off in any one year; indeed, they might have taken a much longer time. The preference interest would be a first charge on the entire concern for ten years, and after that it would still be a prior charge on the ordinary profits of the company. The preference shareholders would also have the same security they possessed now.

The resolution was then put to the meeting and carried.

Mr. R. J. Black then proposed: "That the retiring directors (Sir Marcus Samuel, Mr. H. N. Benjamin, and Mr. A. V. D. Best) be re-elected." Mr. R. Jardine second the motion, which was agreed to.

The Chairman next moved: "That the appointment of Mr. R. Waley Cohen and the reappointment of Mr. P. Arnhold to a seat on the board be confirmed in each case." Mr. H. N. Benjamin seconded, and the resolution was carried.

The auditors having been reappointed on the motion of Mr. Pembroke, seconded by Mr. Moger,

Mr. H. B. Sedgwick proposed a hearty vote of thanks to the chairman and directors for the successful manner in which they had conducted the affairs of the company. In doing so, he said that the board had had a year of very hard work, and he was sure that the shareholders would feel very gratified with the report which the chairman had presented that day. Mr. B. Baron seconded the motion, which was carried.

The Chairman, in reply, said that both his colleagues and himself appreciated the vote of thanks. He could assure the shareholders that they all devoted their best energies to the business, and they had the greatest possible inducement to do so, because they were by far the largest shareholders. He hoped that they might be able to call the shareholders together before the end of the year, to confirm the agreement with the Royal Dutch Company. He would look upon that as really being the crowning success of this company, because they would be absolutely unassailable if they had behind them the very large production which the united companies controlled. He was most anxious at this stage, as the shareholders could quite understand, not to leave the shareholders in the Royal Dutch Company—they had to confirm the agreement also—under the impression that this was a one sided bargain. It was nothing of the sort, for the Royal Dutch would get quite as much as this company would; but it was clear that they would by the amalgamation have the advantage of economies, and it would also do away with all friction which might exist in the working of the two concerns. That was one of the reasons which guided the directors of both undertakings to take the course which they were now following. (Applause.)

The proceeding then terminated.—*L. & C. Express.*

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

THE PRICE OF BILLIARDS.

To the Editor of the "Hongkong Telegraph."

Sir,—Now that hotelkeepers have decided to reduce the price of drinks to a reasonable figure from the exorbitant rates they have hitherto charged, would it not be as well for them to reduce also the price of billiards and pool? At the present rate one has to pay thirty cents per cue per game, and if, say, half a dozen are playing, as it very often occurs, it comes pretty dear in the end. Surely a reduction in this item will be appreciated. If the hotelkeepers charged twenty cents per cue, which is a reasonable figure, I am sure those who have had to retire from the green table on account of the higher rates will return and the tables would be kept more fully occupied than they are at present.—Yours, etc.,

BILLIARD PLAYER.

Hongkong, 26th November.

CANTON LEPERS.

To the Editor of the "Hongkong Telegraph."

Sir,—A fortnight ago I addressed an appeal through your columns for help in clothing and feeding the poor lepers during the winter months. So far there has been little response. On Monday, December 3, we intend to begin our distribution of rice. I find that the number whom we must help is about 650. At each distribution nearly $30 worth of rice is required. Will friends please send their donations as early as possible to the undersigned so that we can make plans as to the frequency of rice distribution?

Let me acknowledge with sincere thanks receipt of the annual donation from the Parsee Charity Fund of $100, and also of $25 from Patell & Co., Hongkong.—I am, etc.,

GEO. H. McNEUR.

Canton, 28th November.

To the Editor of the "Hongkong Telegraph."

Sir,—Will you permit me to say, through you columns, that the supply of rice and clothing to 650 poor lepers in Canton will commence on Monday next. I believe that you have kindly consented to receive, and forward to the Rev. G. H. McNeur, any contributions of money. I shall be glad to do the same as regards old clothing.—Yours truly,

CHARLES H. HICKLING.

"The Manse," 5 Kennedy Road,

Nov. 29th, 1906.

A DENIAL.

To the Editor of the "Hongkong Telegraph."

Dear Sir,—*Re* your notice from the Government Gazette, in which you stated that I was dismissed from the Government Service for misconduct, the following is a true account:—

I was detailed to read the Peak District, and had to finish it within a limited time, but owing to an accident, I could not do so. I therefore averaged the readings of the meters I had not read, intending to read them when I had finished the other district. My meter-book was inspected by the overseer in charge of meters before I was able to do so. He reported me to the Executive Engineer and on the same day I sent in my resignation.

There was no misconduct whatever. My resignation was, however, distorted into a dismissal.—I remain, etc.,

FRANCISCO XAVIER FRANCO.

Hongkong, 29th November.

[The writer is in error when he attributes the reproduction of the *Gazette* notification to the *Hongkong Telegraph*.—Ed., *H.K.T.*]

ST. ANDREW'S BALL.

LAVISH PREPARATIONS.

THE COMMITTEES.

The members of the Hongkong St. Andrew's Society seem to have laid themselves out to surpass themselves, if that be possible, in their preparations to entertain their guests this evening, upon the great national occasion of the annual feast of the pious St. Andrew, the Patron Saint of Scotia and all good Scots.

Outside the official balls, St. Andrew's dance has come to be regarded, in every port East of Bombay, as *the* function of the year, and not without reason, since no other Society can ever hope to improve upon the lavish hospitality of the generous Scot when he sets himself to please and entertain his guests.

We understand that over one thousand invitations have been issued by the hosts, and that in nearly all cases acceptances have been received.

THE COMMITTEES.

The following are the members of the various committees:

Invitation:—Mr. G Murray Bain, Hon. Mr W. Chatham, Messrs. T. P. Cochrane, W. A. Cruickshank, T. F. Hough, D. R. Law, R. Macpherson, J. C. Peter, W. Ramsay, Murray Stewart, Hon. Mr. A. M. Thomson, Messrs. W. Wilson, D. Wood, and W. Armstrong, Hon. Secretary (Convener).

Card Room:—Messrs. W. H. Donald, A. G Gordon, P. S. Jameson (Convener), C. Gordon Mackie

Supper and Wines:—Messrs. J. Blake, W. Drew Braidwood, H. F. Campbell (Convener) H. F. Carmichael, Duncan Clark, G. L. Duncan, Andrew Forbes, Donald Forbes, T. S. Forrest, W. D. Graham, J. D. Logan, D. Macdonald (B. & S.), D. Macdonald (M. & Co.), F. Maitland, R. Miller, R. Mitchell, A. C. More, Dr J. Mowat, R.N., Messrs. W. Parlane, W. Ramsay, A. Rodger, W. W. G. Ross, C. C. Scott, J. Wilkie, D. Wood, and W. Armstrong Hon. Secretary.

Decoration:—Messrs. J. I. Andrew, G. Duncan, Lieut. A. N. Fraser, R.A.M.C., Messrs. T. C. Gray, R. Henderson, W. C. Jack (Convener), J. McCubbin, E. Burns Pye, Capt. A. Milroy, Messrs. A. Ritchie, J. Rodger, J. Gray Scott, T. Skinner, D. Templeton, D. Wood, H. S. Wynne and W. Armstrong, Hon. Secretary.

Ladies' Room:—Dr. C. Forsyth (Convener), Dr. D. H. Ainslie.

Dancing and Music:—Messrs. H. G. C. Bailey, G. Balloch, W. A. Cruickshank, A. S. Fraser, R. Macpherson, R. G. Munro, W. Nicholson, A. Sinclair, Murray Stewart (Convener), R Sutherland and W. Armstrong, Hon. Secretary.

THE DECORATIONS.

A visit to the City Hall this morning shewed the decorations to be almost complete, and under the skillful direction of Mr. W. C. Jack and his assistant committee, the City Hall and theatre have become a series of fairy bowers.

From the portico a red carpet leads up to the foot of the stairs, the latter, and the lobby, being literally smothered in palms, evergreens, and variegated pot-plants, while from the ceiling collonades, and columns hang festoons of evergreens intermixed with flags and mottoes of every description.

At the turn of the staircase and above the great mirror is fixed a gigantic and beautiful representation of the Scotch thistle in green and purple electric lamps, while on reaching the lobby, where the President and Committee will receive their visitors, one sees on every hand draped shields of blue, bearing upon them the St. Andrew's cross and the thistle in silver.

From this landing one proceeds straight to the two great East and North rooms which have been reserved for the dancers

In the east room the large painting of Queen Victoria has been enframed with evergreens and draped with Royal Standards and red ensigns, while over the portrait itself hangs a shield bearing the Royal Arms, also artistically flag-draped.

At the east end of the great room hangs a gigantic shield with the Red Lion Rampant of Scotland and the badge of the Hongkong St. Andrew's Society.

Passing thence to the north ball-room one notices resting upon the gigantic evergreen cross of St. Andrew a shield bearing in its centre the crest of the President, Mr. T. F. Hough, a lion's head, rampant, rouge, emerging from a castellated tower, with the motto "*Persevantia dabitus.*"

At points of vantage round this room, draped with international colours, hang shields bearing the arms of such historic clans as the MacIntyres, Murrays, Davidsons, Grants of Glenmoriston, Camerons of Lochiel, Grants, Macneils, Menzies, Macgillivrays Grahams, Robertsons, Mackenzies, Macdonalds, Fergusons, MacInnes and many other distinguished names too long to detail here.

This shield bears in place of quarterings the welcome "Chief Hough and Hongkong Scots greet Ye." "Hamilton for ever."

In the four sections of the great transverse cross hang well-executed portraits of Mary Queen of Scots, John Knox, Robbie Burns and Sir Walter Scott.

Round the walls of this smaller room hang shields with the arms of the McDowells, the Lachlans, the McFarlanes, the Sinclairs, the Mackays, Stewarts, MacAllisters, and other chiefs of clans. From pillar to pillar hang festoons of evergreens, and the band partition is decorated with mosses.

Two elegantly appointed retiring rooms have been dedicated to the ladies, and cosy corners where one may sit out and indulge in mild flirtation, or make amatory declarations of a more permanent character, are provided all over the building.

The bar, the *Sanctum Sanctorum* of non-dancers upon these occasions, is as usual situated downstairs in the library, and the sight of the good liquid cheer piled up there would gladden the hearts of the thirstiest caravan of dromedaries upon the whole wide waste of the Sahara.

Supper, the well-chosen menu for which is given below, will be served in the theatre, where tables have been laid on the stage, in the body of the theatre, and all round the gallery.

The good cheer suggested in the attached menu, is calculated to make the mouth of a Lucullus water in anticipation.

"We'll Tak' a cup o' kindness yet, for auld lang syne."

MENU.

"Some hae meat and canna eat,
And some wad eat that want it;
But we hae meat and we can eat,
And sae the Lord be thankit."

1 Saddle of Mutton.
2 Roast Turkey. 3 York Ham.
4 Roast Capon. 5 Corned Beef.
6 Game Pie.
7 Pate de Foie Gras in Jelly.

8 Chicken Salad.

9 Hot Potatoes.

10 "THE HAGGIS."

"Fair fa' your honest sonsie face,
Great chieftain o' the puddin' race,
Abune them a' ye tak your place."

"Freedom and whisky gang the gither,
Tak aff your dram."

SWEETS.

11 Gooseberry Tart. 12 Jellies.

13 Blanc Mange.
14 Vanila Ice Cream.
15 Chocolate Ice Cream.

"Breathes there the man with soul so dead
Who never to himself hath said
'This is my own, my native land;'
Whose heart hath ne'er within him burn'd
As home his footsteps he hath turn'd
From wandering on a foreign strand!"

PRESIDENT'S SUPPER TABLE.

The President's table is arranged in the form of a horse-shoe, and the President will himself sit under an ever-green-framed portrait of the pious St. Andrew, who in red and white flowing robes, with venerable white locks and beard, will smile his serene blessing upon the devotees gathered together to keep his memory green.

The proposed arrangement of the President's supper table is as follows:—Mrs. H. E. Pollock and Mr. Murray Stewart, Mrs. A. W. Brewin and Mr. Murray Stewart, Mrs. E. A. Hewitt, Mrs. E. Osborne and Hon. Mr. W. J. Gresson, Mrs. W. Ramsay and Hon. Mr. H. E. J. Gomperts, Mrs. W. Chatham and Colonel C. H. Darling, Mrs. H. P. Williams and Mr. W. A. Cruickshank, Lady Piggott and Mr. T. F. Hough, Sir Francis Piggott and Mrs. W. A. Cruickshank, Commodore H. P. Williams and Mrs. D. Wood, Hon. Mr. T. Sercombe Smith and Lady Berkeley, on Mr. W. Chatham and Mrs. J. H. Stewart Lockhart, Sir Henry Berkeley and Mrs. F. E. Kent, Mr. H. E. R. Hunter and Mrs G. Murray Bain, Mr. D. Wood and Miss Hunter.

In the centre of the gallery hangs a shield bearing the Lion Rampant of Scotland, while round the curve of the wall run the words, in large red characters, "Bonnie Scotland."

The steps leading up to the stage are covered in palms and beautiful foliage of all kinds, and all round the front and back of the gallery are parterres of the same variegated kind.

The floor is in most beautiful condition for dancing, the champagne is Paul Dormier, the band-master of the 3rd Middlesex has arranged the charmingly-selected programme of dance music given below, and since we all know from experience what splendidly untiring and assiduous hosts our good Scotch friends make, we prophesy for the lucky guests of to-night, the most enjoyable time that they have had or will have during the year 1906.

The dance programme is as follows:—

1—Lancers ..... The Mikado.
2—Waltz ..... Blue Danube.
3—Caledonians ..... Scotch Airs.
4—Waltz ..... Sourire D'Avril.
5—Eightsome Reel ... Dell Among the Tailors, and Fairy Dance.
6—Two-Step ..... Whistling Rufus.
7—Caledonians ..... Scotch Airs.
8—Strathspey and Reel ... Marquis of Huntly and Reel of Tulloch.
9—Waltz ..... Springs.
10—Two-Step ..... Mosquito Parade.
11—Waltz ..... Sobre las Olas.
12—Two-Step ..... Hiawatha.
13—Waltz ..... The Choristers.
14—Eightsome Reel ... Mrs. McLeod and The High Road to London.
15—Polka ..... Mein Roschen.
16—Strathspey and Reel ... Monymusk and Reel of Tulloch.
17—Highland Schottische ... There's nae luck about the hoose.
18—Caledonians ..... Scotch Airs.
19—Eightsome Reel ... Speed the Plough, and The Wind that shakes the Barley.
20—Waltz ..... Eton Boating Song.
21—Two-Step ..... Brooklyn.
22—Waltz and Galop ..... Espana and John Peel.

OFFICIAL LANCERS.

Mr. T. F. Hough and Lady Piggott, Sir Francis Piggott and Mrs. W. A. Cruickshank, Commodore H. P. Williams and Mrs. D. Wood, Mr. W. A. Cruickshank and Mrs. H. P. Williams, Colonel C H Darling and Mrs. W. Chatham, Hon. Mr. W Chatham and Mrs. A. G. Wise, Sir Henry Berkeley and Mrs. F. E. Kent and Mr. D. Wood and Lady Berkeley.

In conclusion, we append the names of the gentlemen of the General Committee of the Hongkong St. Andrew's Society, who have worked whole-heartedly and unselfishly with their Sub-Committees to make the gorgeous success of to-night's function which it will so undoubtedly be.

GENERAL COMMITTEE.

Messrs. T. F. Hough, President, W. A. Cruickshank, Vice-President, David Wood, W. Ramsay, W. Wilson, Hon. W. Chatham, Mr. Murray Stewart, Messrs. A. S. Fraser, Acting Hon Treasurer, W. Armstrong, Hon. Secretary.

RAISING A STEAM-LAUNCH.

OWNER OF LAUNCH SUMMONED.

27th ult.

A case which will no doubt be of considerable interest both to shipping people and owners of wrecks will take place in a few days' time when the hearing will be opened, at the Police Court, in the case in which the Harbour Master is prosecuting Chung Chu Kai, of No. 10, Queen's Road Central, to recover $1,250, being expenses of raising the defendant's steam launch, *Yut Sum*, which was sunk in the harbour, the defendant having failed to comply with the Harbour Master's notice requiring him to remove the launch, which was causing an obstruction to navigation within one week, from the time the notice was served. The notice was handed to the defendant on the 15th ultimo.

Mr. G. E. Morrell, of Messrs. Dennys and Bowley, Crown Solicitors, appeared for the prosecution.

Mr. Hazeland adjourned the summons until Friday next.

SALVING THE "FRONDE."

PROGRESS OF OPERATIONS.

27th ult.

The work of salving the French destroyer *Fronde* is proceeding apace. The divers from the *Protector* have succeeded in tightening all visible apertures in the hull of the destroyer, and small cofferdams have been built round the hatches through which pipes are laid for pumping the water out of her. Heavy cables have also been passed round the foreward part of the *Fronde* connected upon the port or shore side with a platform of heavy timbers bolted down in the interior of a large junk, and on the other side with the heavy lifting block and tackle gear of the salvage vessel.

SALVAGERS' CREDITABLE WORK.

28th ult.

Agreeably with the forecast made in our paragraph in last night's issue, a visit this morning to the *Fronde* shows that the *Protector* has once more scored a success in the salvage operations upon which she has been lately so busily engaged. The French T. B. Destroyer *Fronde* is once more practically afloat, which adds a fourth feather to the caps of the indefatigable and skilled body of experts aboard the *Protector*.

As we stated yesterday, the services of a large junk were requisitioned for the purpose of assiting the efforts of the *Protector*, and a heavy wooden platform having been securely bolted down in her stern, she took up a position inshore upon the port bow of the *Fronde*.

Strong cables and four lengths of 3-inch Manila ropes were passed by the divers from the hoisting tackle of the *Protector* underneath the keel of the *Fronde*, and made fast to the platform upon the junk; then three of the great pumps of the salvage-vessel were set going to their utmost capacity, and, as they reduced the water in the destroyer, the supporting slings were gradually tautened up, until the small vessel at length came as near to the surface as she could be practically brought. Further investigation reveals that the piece of her hull, of which we spoke the other day as having been broken away, and lying at some distance from the hull of the *Fronde*, is still attached to her, having only been broken away from her body upon three of its sides. The toughness of the steel, however, of which the destroyer is built has prevented the actual breaking-off of the piece, which is about 20 feet square, from the hull, but it has been so bent under, and serves to anchor the *Fronde* so securely, that the work of clearing it will take another couple of days.

This piece of the hull which is stripped from the port bow has, so the divers state, sunk deep into the mud, in such an awful state of foul confusion with the destroyer's anchors, chains, and other gear, that their labours during the next forty-eight hours, in getting it clear, will be the reverse of light.

As the *Fronde* gradually reared her head inch by inch out of the water, one could scarcely wonder at the sad expression upon the faces of the three French Naval Officers who were in attendance watching the operations.

The fateful typhoon of the 18th September has turned the forward part of the once gallant and pert little cruiser, into a veritable heap of twisted and tortured scrap-iron.

The very sight of her makes one shudder, and almost think that the best thing that could happen would be that she should be towed out to sea, and sunk deep in the ocean which she so proudly breasted until the holocaust of the 18th September. In addition to the great piece which we have described as practically hanging from her port bow, the bows itself is twisted, crumpled and telescoped out of all possible recognition, lying turned back at an angle of over 50 degrees against the port side.

The torpedo tubes are unrecognisable as such, having been torn and twisted as though they had been empty jam-tins, whilst of the standing gear on deck, nothing has been left in an upright condition, with the sole exception of the mounting for the quick-firer forward, which owing to the strength of its foundations, which run right through the hull in the shape of extra strong stanchions, stood the awful test without much damage.

The rest is entirely warped, twisted and flattened out, so that the forward end of the *Fronde* looks, as we have suggested, more like a lightening struck heap of old iron than an integral part of a torpedo-boat destroyer.

Exactly what the French Naval Authorities will do with the *Fronde* when they are finally in a position to move her, is hard to foretell.

To ourselves and to others of our friends who have a technical knowledge of naval architecture and construction, to repair her in such a way as to give her back her original strength, would be a task beyond the possible.

We incline to think that after they have removed her engines and the secret parts of her machinery the authorities will very probably sell the hull to the highest bidder, a right sad ending, when one comes to think of it, for the perky little destroyer which cost originally, without her armament, between £60,000 and £70,000, and which for two commissions has navigated the eastern seas from Bangkok to Yokohama without mishap, only to be raised an unredeemable wreck, as the result of a two hours' blow, in the close waters of a friendly Power.

29th ult.

This morning, at precisely 9.30, the French torpedo-destroyer *Fronde* moving with the assistance of the *Protector*, and supported by that vessel and the Chinese junk which has assisted in raising her, left the spot where she has so long lain near the Naval Camber at Kowloon, and was taken to a temporary resting-place in Hung Hom Bay, close to the crippled *Monteagle*, where she will be until to-morrow.

At the No. 1 Slip of the Kowloon Docks a special cradle has been constructed for the reception of the *Fronde*, and in this she will be hauled up to-morrow, to allow of a thorough survey of her hull by experts from the *D'Entrecasteaux*, the French flagship now in port.

Upon their verdict will rest the decision as to whether it is advisable to attempt repairs or not; but as we pointed out in our last night's issue, we very much doubt if the frightfully battered condition of the vessel will be considered to justify the necessary expenditure.

CANTON DAY BY DAY.

THE KWONGCHOW PREFECT.

[*From Our Own Correspondent.*]

Canton, 24th November.

The Prefect of Kwongchow, Chan Mong Chang, has several times tendered his resignation from the service to the ex-Viceroy, who refused to accept it. Now the new Viceroy, H.E. Chow Fu, has accepted his resignation. It is reported that Chan will leave here for Peking at the end of the present year. All the posts formerly held by him will be distributed to different officials to attend. As to who will be his successor is not yet known at present.

YUET-HAN RAILWAY.

Yesterday Li Shui Yuen had an interview with H.E. Viceroy Chow Fu in regard to railway matters. His Excellency emphasised the fact that officials are only concerned in the protection of the Yuet-han Railway Company, but have no right to interfere with the company's management. He also stated that the financial question concerning this railway company will receive his special attention.

A long letter, signed by a great number of shareholders, was received at Mun Lan: he Yuen in Ha-kau-po, where several meetings, within the last few days, have been called, to lodge their complaints against the president and others, for mismanagement. In this letter the shareholders complained against the president, Mr. Chang To Chai, and other gentlemen of the board of management generally for miscarriage of justice in attending to the duties of the company, and other charges, which amount to about twenty items.

MILITARY COLLEGE.

H.E. the Viceroy proceeded to Intong to visit the Canton Military College and on his way back he intends to visit the Government Paper Manufactory, and the different fortresses as well as pay another visit to the bund, the working of which he considered very unsatisfactory.

THE MISSIONARIES AGAIN.

It is reported likely that the natives of Lienchow, where the murder of missionaries took place last year, are again disturbing the missionaries and have pillaged some property of the church. The American Consul-General, Mr. Leo Bergholz, has communicated the Viceroy with this fact and requested the Viceroy to order the local officials to give every protection to these missionaries and to arrest and punish the evil-doers, so as to terminate any further trouble.

THE OPIUM EVIL.

It is reported that two Englishmen have arrived at Canton to inquire into the opium question. These gentlemen are at present giving lectures in a church on the evils of the opium-smoking in Yan Chai Street.

Yesterday H.E. Viceroy Chow placed Prefect Chui Tong in the Canton Bureau of Foreign Affairs at the salary of 200 taels per mensem.

THE VICEROY'S YAMEN.

Canton, 26th November.

The Viceroy proposes to remove his yamen to the site of the old Governor's yamen and the Provincial Treasurer intends to remove to the Viceroy's yamen, when it is vacated. The Viceroy intends to transform the Provincial Treasurer's yamen into a market, and connect it with a new road, which will extend from inside the city to the new bund.

COURTESY CALLS.

To-day at 10.30 a.m. H.E. Viceroy Chow received H.B.M. Consul-General and the Vice-Consul and at 11.30 a.m. he received the American Consul-General. During the afternoon the French Consul-General was received and to-morrow H.E. will receive the German Consul and some French missionaries.

THE MINT.

Yesterday H.E. Viceroy Chow appointed Taotai Fong of Kiangnan to take over the management of the Canton Mint.

FOUR BUILDINGS DESTROYED BY FIRE.

A fire occurred last evening about half-past six, at the entrance to Fuk Tuk Street, in the western portion of the city, which originated in a boot and shoe store. The flames destroyed four buildings, three being boot stores and one opium divan, before it was extinguished.

LOCAL NEWSPAPERS.

None of the native newspapers of Canton was published to-day on the occasion of the birthday of the Empress Dowager. But for a few dragon flags flying about, and the celebrations at the different schools, the anniversary passed off quietly.

THE RICE CROP IN KWANGSI.

Canton, 27th November.

The second rice crop in Kwangsi this year has turned out very satisfactory, large quantities being now gathered in by the people. At present the price of rice is very low, owing to the prohibition of its exportation being still in force in Kwangsi. On the other hand, the price of rice in Canton is gradually rising higher and higher, day by day. If rice can be imported into Canton from Kwangsi, the Canton people will no doubt feel the burden much less, while the Kwangsi people will be benefited.

TO HELP THE KWANGSI PEOPLE.

In accordance with a despatch received by the Canton Chamber of Commerce from the Chamber of Commerce at Wuchow, asking the local body to take steps to help the Kwangsi people in regard to the affair in connection with the importation and exportation of rice into and from the province, a meeting was held yesterday afternoon. A petition was drafted and signed by those present and will be handed over to H.E. the Viceroy for his consideration. It is expected that His Excellency will memorialize the Throne on the above matter.

THE CUSTOMS OFFICER AND THE DOG.

Some time ago a certain foreigner at Chow Tau Point, Honam, took away a small dog belonging to a resident and the people at the time were loud in their expression of disapproval of such an act. The foreigner was arrested by the police of the No. 3 Police Station, and it was ascertained that he is the commander of a Customs revenue launch. The Inspector of Police communicated the matter to the Commissioner of Customs, who ordered the dog to be returned to its rightful owner, and reprimanded the captain. It is reported that the Commissioner has also issued a notice forbidding the foreign staff to drink in native places and if they are found drunk the police are to arrest the offenders and deal summarily with them.

VICARIOUS PUNISHMENT.

The relatives of Chow Tung Sang, who were arrested and made prisoners, because Chow, who was charged with embezzling the funds of the Hoppo and who has since fled from the country, petitioned the Viceroy praying for their release, H.E. the Viceroy acceded to their request and they were released from custody, a few days ago.

MORE COURTESY VISITS.

To-morrow at 10 o'clock H.E. Viceroy Chow Fu will receive Mr. Lay, the Commissioner of Posts, and Mr. Mayers, the Commissioner of Customs.

A MUCH NEEDED REFORM.

A despatch was received by H.E. the Viceroy from the Waiwupu at Peking stating that they have received complaints from the British Minister at Peking as to the frequency of piracies on the delta of the West river, within the last few months, and requesting H.E. the Viceroy to devote his special attention towards the suppression of these outrages by arresting and dealing summarily with the pirates.

THE AMERICAN EXCLUSION BILL.

A meeting is to be called at the Kwong Chai Hospital on the 30th instant, to discuss and make complaints against the American Chinese Exclusion Bill.

NEW PROVINCIAL JUDGE.

Yesterday, the various Yamens received telegraphic advice from Shanghai to the effect that Judge Chu, the Provincial Judge Designate of Kwangtung, had left that port for Canton to take up his new appointment.

PROPOSED ANTI-OPIUM HOSPITAL.

Mr. Wu Sui Fung, and several and other gentlemen propose to establish an Anti-Opium Hospital in Canton for the treatment of persons wishing to be cured of the opium habit.

A meeting has been arranged to take place shortly at the Canton Hospital, at which ways and means will be discussed.

WIRELESS TELEGRAPHY FOR CANTON.

His Excellency Chow Fu having expressed his desire for a wireless telegraphic installation in Canton, Mr. Chau Shou Pang was yesterday dispatched by him to the house of Messrs. Carlowitz & Co. of Shameen, to make all the necessary arrangements for the purchase of instruments and accessories.

A JAPANESE BRAWLER.

In the small hours of this morning, a certain Japanese created a disturbance, by knocking at the door of a private Chinese dwelling. He was finally persuaded to accompany the owner of the house to No. 3 Police Station, where not only does he seem to have not acknowledged that he was in the wrong, but treated the Police officials with insolence.

The Weiyuan at No. 3 station complained of the affair to the Japanese Consul, who severely reprimanded his national, and has later issued a warning to those Japanese living in the Chinese City that, in the matter of all breaches of the law, they are under the jurisdiction of the Chinese Police alone.

DEALING IN FALSE TRADE-MARKS.

The manager of the firm of Ying Wah Loong, who was arrested recently, at the instance of the British Consul-General, by the Namhoi Magistrate, charged with selling rubber shoes bearing the trade-mark of a British firm, was duly brought to trial before the Magistrate. His defence was that he bought the shoes from certain seamen at the rate of $1.10 per pair, not knowing them to bear a false trade-mark, and without any intention of defrauding the Public.

The Magistrate warned him that if he were found in future, selling any goods bearing false trade-marks, he would be severely punished, and ordered him to be kept in custody pending further instructions from the British Consul-General.

He has now been released from custody upon surety.

THE YUET-HAN RAILWAY.

Canton, 29th November.

Mr. Kwong, chief engineer of the Canton-Hankow Railway, returned from Swatow yesterday and has reported his return to the Viceroy.

THE PRESIDENTSHIP.

Some time ago it was rumoured that Viceroy Chow intended to appoint Taotai Sum Tung to the presidentship of the Canton-Hankow Railway Company. It is now ascertained from a certain gentleman that when he called on the Viceroy, the latter clearly declared that the railway is to be administered by merchants, not by officials, and that officials will not in any way interfere with its management, except to give the necessary protection. From the above fact it is supposed that the appointment of Taotai Sum Tung to the presidentship of the railway company will probably be out of the question.

THE NATIVE PRESS.

Chan Ting Heung, editor of the native paper, *Ah Chow Pao*, which was suspended by ex-Viceroy Shum about April last, has been in custody ever since for commenting on railway affairs. As his action was not of a private nature, but public, a number of shareholders took compassion on him and have been consulting about petitioning the new Viceroy for his release.

THE CUSTOMS.

H. E. Chow's attention being much drawn to native and foreign customs affairs, he instructed some weiyuan to make inquiries into them. Yesterday he consulted for some time over customs affairs with Mr. F. J. Mayers, Commissioner of Customs, when the latter gentleman had an interview with him. It is said that he was well satisfied with the discontinuance of the special permit fees on towing-launches.

THE PROVINCIAL JUDGE.

The Provincial Judge-designate, Chu Shou Yung, left Shanghai on the 27th instant and is expected here about 1st proximo.

A LETTER-CARRIER'S NEGLIGENCE.

Yesterday, while walking along Yau Lan Moon street, a letter-carrier of the I. P. O. lost a parcel of letters. It happened that a woman came across it, and she picked it up. Thinking it a chance to report the case to the Postal Commissioner for reward, she appeared at the I. P. O. with the parcel. The Postal Commissioner gave her 20 cents reward, and she went away with joy. The letter-carrier concerned was sent before the Namhoi Magistrate on trial for neglect of duty.

CANTON-FATSHAN RAILWAY.

H.E. SHUM TUNG INVESTIGATING.

[*From a Correspondent.*]

Canton, 24th November.

H. E. Shum Tung, President of the Yuet-han Railway Co., Ld., has lately made investigations as to the repairing of the Canton-Fatshan railway line, and it is understood he will push his investigations along the main road to Hankow. The chief object of these present investigations is to endeavour to estimate approximately the cost of making such repairs, and the time they will occupy to complete them.

H.E. CHOW FU

STUDIES RAILWAY MATTERS.

[*From a Correspondent.*]

Canton, 26th November.

H.E. Viceroy Chow Fu is interesting himself deeply in all matters pertaining to railway construction. On Friday H.E. called personally upon an American engineer, at present residing at the Victoria Hotel on the Shameen, and had a long interview with him, going deeply into all questions of railway construction.

PREPARES TO ENTERTAIN FOREIGNERS.

[*From a Correspondent.*]

Canton, 29th November.

H. E. Viceroy Chow Fu evidently does not intend to cloister himself up in his yamen and refuse himself to foreign visitors, for he has issued instructions through one of his weiyuens to have a large room fitted up entirely in European style, with furniture to be imported specially for the purpose, in order that he may entertain foreign visitors in a comfortable and acceptable manner. H.E. is also laying in a stock of the best European wines with the same object in view.

WIRELESS TELEGRAPHY.

H. E. Chow Fu said, in the course of an interview, that he was surprised to find a city of the size and importance of Canton, was not supplied with apparatus for wireless telegraphy and this condition could not be allowed to continue. H. E. therefore sent weiyuen Chan Shau Pang to the establishment of Messrs. Carlowitz and Co., on the Shameen, to instruct them to procure and instal a complete apparatus in the city.

H.E. VICEROY SHUM

SUMMONED TO YUNNAN.

[*From a Correspondent.*]

Canton, 28th November.

When H.E. Shum left here it was his intention to take a holiday in Shanghai, to rest and recuperate his health, which has not been good for some time past. H.E. obtained one month's leave of absence from his post for this purpose before taking up his new duties at Yunnan. However, news has been received here that since H.E. arrived in Shanghai he received three telegrams from the Throne requesting him to proceed to Yunnan and Kweichow without delay. The first two telegrams were, it seems, ignored, but on the arrival of the third, which, it is understood, contained a peremptory order to H.E. to proceed to his new post at once, H.E. Shum was thrown into a state of great excitement, and gave immediate

orders to have all arrangements made quickly, so as to enable him to leave Shanghai at the earliest possible date, in consequence of which his people have been busy, day and night, repacking his luggage and personal effects.

A REASONABLE VICEROY.

CHAU TUNG SHANG'S FAMILY RELEASED.

(*From a Correspondent.*)

Canton, 27th November.

It will not have been forgotten, doubtless, by your readers at, failing to secure the arrest of Chau Tung Shang, who was alleged to have embezzled large sums from the Native Customs at Canton, that gentleman having quietly vanished to safer climes, H.E. ex-Viceroy Shum had Chau's family arrested and thrown into a temporary prison-h use, while at the same time he seized all their estates, and had them disposed of by the Sin Hau Kuk. This temporary prison-house is situated in Kam Wing Street, in Canton city, and was placed in charge, under the special control of a weiyuen.

There they remained, under guard, until H. E. Viceroy Chow Fu arrived in Canton and took up reins of office. Upon his arrival the matter was brought before H. E. Chow Fu, with the result that, after making necessary inquiries into the matter, H. E. decreed that ex-Viceroy Shum had been wrong in causing the arrest of Chau's family, and immediately ordered their release, as they were not the wrong-doers, Chau being himself the only one in fault, and the result of his faults could not be visited upon his family.

THE YUET-HAN RAILWAY.

H.E. CHOW FU WANTS PROPER ACCOUNTS KEPT.

[*From a Correspondent.*]

Canton, 27th November.

Yesterday morning H. E. Viceroy Chow Fu sent a message to Mr. Li Shiu Yuen, asking him to call at the Yamen, as he wished to discuss with him the affairs of the Yuet-han Railway. Upon receiving this message Mr. Li at once repaired to the Yamen, as requested, and a long interview took place between him and H. E. Chow Fu. In the course of this interview H. E. said that the affairs of the Yuet-han Railway Co., Ld., were under mercantile administration, with Government protection, and it was not a semi-official concern, but the Government could not interfere in the matter of the employment of the staff, nor, which was more important than all, could the Government in any way control the finances of the company, or the disposition of the funds, but H.E. wished to see proper accounts kept as those funds are the property of the shareholders. The railway would be of very great advantage to the Empire, and therefore all its affairs must be managed with great care. H.E. also intimated his intention of calling a meeting of the shareholders of this railway, as he wished to address them, and he asked Mr. Li to notify them on H.E.'s behalf, and request them to hold themselves in readiness to attend when summoned. H.E. also said that as soon as he had arrived in Canton Chang To Chai, president of the company, called upon him, but H.E. refused to see him. Later on, however, H.E. telephoned to him to come to the Yamen, and Chang arrived very shortly afterwards. Mr. Chang then offered to show H.E. a hand-book full of information regarding the affairs of the Yuet-han railway, at the same time stating that it was his sincere desire to retire from the presidentship of the company. The interview then closed and Mr. Li left the Yamen.

H.E. CHOW FU DISSATISFIED.

[*From a Correspondent.*]

Canton, 28th November.

As I stated in a previous communication, H.E. Viceroy Chow Fu has interested himself very keenly in railway matters, making close personal investigation into the condition of affairs, more especially those of the Yuet-han railway. As a result of this it is stated that H.E. is very much dissatisfied with the condition of the affairs of that concern, which, it is said, he considers very unsatisfactory. On this account H.E. the Viceroy intends to convene a meeting of the Elders and merchants of Canton, as soon as Shum Tung returns from Swatow, where he went to be present at the opening of the Chao-chow-fu railway, in order to discuss the railway affairs, and consider ways and means of improving the existing conditions.

THE SWATOW RAILWAY.

OFFICIAL OPENING.

[*From a Correspondent.*]

Swatow, 26th November.

In accordance with the announcement you made some time ago, the Swatow-Chao-Chow-Fu railway was opened officially yesterday, the 10th day of the 10th moon (25th inst.), in the presence of a very large concourse of spectators and invited guests, amongst the latter of whom were the Consuls and Consuls-General of all nations in Swatow, the Magistrates of Chao-chow-fu and Swatow and districts, together with the weiyuans and high officials of these districts, and foreign naval officers, and amongst those more intimately connected with the new enterprise, present were Mr. Cheung Yung Hin, Superintending Director, Mr. Lam Lai Sang, and Mr. Wong Shiu Ping, Taotai Shum, Mr. Shum Tung, President of the Yuet-han Railway Co., Ld., Mr. Kong, Chief Engineer, and others. The ceremony was a most successful function, everything going off without a single hitch anywhere, and that part of the days proceedings being completed, the Chinese and foreign guests sat down to a tiffin served in European style, during which the Band from the German gunboat, by kind permission of the captain and officers, enlivened the proceedings with a very choice selection of airs. The tiffin having been done full justice to, and the inner man satisfied, the usual toasts, appropriate to the occasion, were duly honoured, the rest of the day being observed as a holiday by those present, they being later entertained to theatrical performances, by two select Chinese dramatic companies.

A CASE in which several persons are alleged to be interested in buying and selling children in Hongkong will be heard at the Police Court in a day or so. It was remanded by Mr. F. A. Hazeland to allow the police at West Point to get evidence. The parties concerned in the case are Lau I, a widow, and Lau Han, a coolie, who were alleged to have brought a girl named Yeung Chai, thirteen years of age, into the Colony from China, recently, and taking part in selling her on the 25th instant. Two other women, who, it is said, are inmates of houses of ill-fame were alleged to have purchased the girl. The police got word of the transaction on Monday and arrested the parties.

A NEW PHRASEOLOGY.

To the Editor of the
"NORTH-CHINA DAILY NEWS."

Sir,—The Imperial Edict of November 6, which ordered a new arrangement of the Metropolitan administration of China, gave new names to some of the old Boards and created other new Boards. These names have been variously translated in your columns and in those of your local contemporaries; it seems important that there should be some uniformity in the English names which are used for these various Boards. As they have been evidently modelled after the Japanese system as far as possible, it would be well if the same English terms were used as are at present in use by the Japanese Government. Taking those names used by Japan from the Statesman's Year Book, the names of the new and old Boards in Peking would be as follows:—

Foreign Affairs; the Interior; Finance; Rites; Education; Marine; Justice; Court of Cassation; Agriculture; Public Works and Commerce; Communications; Colonial Affairs.—I am, etc.,

JOHN C. FERGUSON.

November 22.

*** We are happy to fall in with our correspondent's suggestion, but we are of opinion that the most exact translation of the Chinese word "Pu" is "Ministry" rather than "Board." Accordingly in future the new offices of State will be referred to in our columns as follows:—

(1) Waiwupu—Ministry of Foreign Affairs.
(2) Lipu—Ministry of Civil Appointments.
(3) Mingchênpu—Ministry of the Interior.
(4) Tuchihpu—Ministry of Finance (or Treasury).
(5) Lipu—Ministry of Rites (and Court Functions).
(6) Hsüehpu—Ministry of Education.
(7) Luchuenpu—Ministry of War.
(8) Haichuenpu—Ministry of Marine.
(9) Fapu—Ministry of Justice.
(10) Taliyuen—Court of Cassation.
(11) Nungkungshangpu—Ministry of Agriculture, Works and Commerce.
(12) Yuch'uanpu—Ministry of Posts and Communications.
(13) Lifanpu—Ministry of Outer Dependencies.
(14) Tuch'ayuen—Consorate (or Court of Censors).—ED.

SHANGHAI-NANKING AND KOWLOON-CANTON RAILWAYS.

The agreement regarding the further loan of the Shanghai-Nanking Railway as well as the final agreement regarding the Kowloon-Canton Railway have been duly arranged between Mr. J. O. P. Bland and Tang Shao-yih at Peking. Tang Shao-yih consented to the proposal of Mr. Bland as he appreciated the views held by Mr. Bland regarding Chinese railways generally. Mr. Bland's views regarding China's policy regarding railways in China are as follows:—

1.—In future neither railways nor mines nor any land nor any other of China's rights should be partially given to any foreign power.

2.—The railways to be built in China in future should be under China's own control and the profits out of these railways should be that of the Chinese Government.

3.—In case of using foreign capital by mortgaging the railway in China, the Chinese authorities should prefer the party who will give the loan on the best terms obtainable and the building of the railway should be entrusted to the party who will undertake the same on the best and most modern system to be applied in China according to the circumstances by employing foreign engineers-in-chief.

4.—There are three ways to get the capital and constructions and superintending the works properly looked after:

(a) To let foreigners manage everything with Chinese superintendents and to give a certain proportion of the profits to the foreign management.

(b) To let foreigners undertake the works at a certain amount of money and when the works are completed the Chinese Government to get the whole control.

(c) To establish a Joint Stock Company with both foreign and Chinese shares and to allow the company to build the railway, and to get a certain sum of commission out of the profits.—*The Sinwanpao.*

THE SHANGHAI WHARF AND GODOWN SCHEME.

To the Editor of the
"NORTH-CHINA DAILY NEWS"

Sir,—Certain respected business men of Shanghai are anxious to float a new godown Company. As times are hard, it is proposed to utilize the flushed condition of the Shanghai Dock & Engineering Co., Ld., (i.e. Farnham, Boyd & Co., lately deceased) to advance the requisite capital for making a respectable start. As it is only a matter of a few taels, one, two or three million, it is unreasonable for any one to object. Just regard the Tls. 1,380,000 as a contribution to charity.

At the last meeting of the Dock Co. there was kindly granted one ray of light, and that was that those who voted for the new scheme at the last meeting would have a chance to vote against it at the next. It has seemed to me much like an invitation to all concerned to try the sensation of putting their heads in the wide, gaping mouth of the godown dragon, and, if the sensation is unpleasant, to draw out on Tuesday," but if agreeable, to give the permission to be swallowed. Mr. F. E. Taylor's own words are: "Seeing that you will have an opportunity of reversing your decision at the confirmatory meeting, if not entirely satisfied with the report of the Committee, I urge you to give it a chance and to see what the able and experienced men to be nominated under the next resolution can do for you."

I have only one suggestion to offer for the important meeting to be held on Tuesday, and that is that immediately after the vote by a show of hands, a poll be taken on the question. This will enable the vote to be taken, not by show of hands, but by number of shares. According to section 79 of the Articles of Association "every member shall have one vote for every share held by him." If arrangements are made beforehand by the Directors, a ballot can be quickly taken and the number of shares pro and con counted which will indicate the wish of the shareholders. In case the appointment of proxies may not have conformed with the form prescribed by Section 85 of the Articles, the shareholder himself must be present, if he wishes his vote counted.—I am, etc.,

GILBERT REID.

November 24, 1906.

[The result of the poll must have been extremely disappointing to Dr. Gilbert Reid. As telegraphed by our correspondent on Wednesday shareholders representing 23,238 shares voted in favour of Mr. Taylor's resolution and 2,723 against.—Ed., *H.K. T.*]

WE are informed that Mr. A. H. Rennie has purchased the sailing ship *S. P. Hitchcock.* The sailer is to be converted into a hulk and is to be used as a sanitorium by the employees of the Hongkong Milling Co., Ltd. She has been re-christened *Maple Leaf*—Canada's emblem.

SHANGHAI MUNICIPAL AFFAIRS.

The *N. C. D. News* of 23rd inst. says:—There are two topics touched upon in this week's Municipal Minutes which are of special interest to inhabitants of the Settlement; the one affects the Chinese Volunteer movement, while the other is concerned with the telephone service and affords a satisfactory indication that an expression of public opinion is by no means lost upon the Council. At the last Ratepayers' Meeting a resolution was adopted in favour of granting a thirty years' franchise under certain conditions to the Telephone Company. The conclusion of the final agreement was left to the incoming Council, and a draft of this is now in the hands of a special committee for discussion. From the Minutes we learn that the Chairman of the Council has pointed out that in view of the present public criticism of the existing service this question of the thirty years' franchise will require most careful treatment. It will certainly be the wish of the community that the Settlement should not be lightly committed for the space of one generation to any public service which would not take into consideration the possibility of improvements based on new inventions, if necessary to the extent of abolishing an existing system. As is well known, an automatic system of telephones has been patented and has already been installed in certain towns. On its actual merits or demerits experts must be allowed to decide; but in view of the unmistakable fact that the existing system in use in Shanghai is far from being an ideal one, the possible development and ultimate perfection of an automatic system should not be ignored. It may not be wise to introduce at the present juncture a new telephone system more or less in an experimental stage; but it would be still more unwise to bind ourselves for thirty years to a system which, imperfect to-day, may shortly become obsolete.

Of more than ephemeral interest and importance is the correspondence in these Minutes on the subject of the Chinese Volunteers. It was less than six months ago when this force was created, and at the time considerable uncertainty prevailed regarding its purpose and the intentions of the promoters of the scheme. On July 28 we ventured to point out that a clearer understanding of the Volunteers' status seemed to be necessary in view of the report that they were applying for arms. We added: "From a purely Military point of view there can be only one way which would enable the services of these men to be employed, in the circumstances contemplated. They would have to limit their numbers to a moderate figure, and from the outset they must be under foreign officers and non-commissioned officers. . . . In other words, if the corps is anxious for employment in the Foreign Settlement they must come in on the Settlement's terms." It is announced to-day that on October 17 Messrs. Yu Ya-ching and Yuen Hung-kee approached the Municipal Council with a view to obtain permission for the "Physical Association" to join the Shanghai Volunteer Corps and to place themselves under the command. The Council's detailed reply was dispatched a month later and the proposals of the Chinese Physical Association were "generally speaking, approved." Special regulations, the Council points out, have to be imposed and these follow the lines we indicated four months ago, with the one exception that Chinese non-commissioned officers will be accepted on the condition that with the men they perform twenty drills and thereafter submit to an examination by a Board of Officers, prior to enrolment. These stipulations are now being considered by the promoters of the Chinese Volunteer movement, and we certainly hope that they will commend themselves to their good sense.

The acceptance of the Council's stipulations would not only dispose satisfactorily of the anomalous position created by the existence of the Chinese Volunteer Corps, but it would form a happy precedent for joint harmonious action between Chinese and foreigners in the conduct of public affairs in the Settlement. For this reason we may welcome the sound commonsense that prompted the dispatch of the initial letter from Messrs. Yu Ya-ching and Yuen Hung-kee. The incorporation of a Chinese corps in the Shanghai Volunteer force, even if, as will be hoped, it is never called upon to show its prowess in real strife should both improve the efficiency of the corps and give it that *morale* which, standing alone, it could only acquire after many years. It may thus be not too much to expect that with this lead Chinese authorities will gradually realize that co-operation with foreigners is neither so difficult nor so unpalatable as they often force themselves to believe. If their overtures are always met in as correct a spirit as has been the proposal to incorporate their volunteers, we may shortly learn that even the Mixed Court Gaol impasse has been satisfactorily adjusted.

SHANGHAI SETTLEMENT EXTENSION.

A native contemporary is responsible for the statement that His Honour Jui Taotai intends to suspend the issue of Consular title-deeds for land in the district roughly styled "North of Sinza," in consequence of a desire on the part of the Chinese to convert this district into a Chinese "municipality." There is nothing improbable in this announcement, inasmuch as the local Chinese authorities have shown considerable activity for many months in promoting an attempt to thwart the natural and legitimate expansion of the Settlement toward the North. Reports and memoranda have passed between Taotais and the former Viceroy, while references to the "encroachments of outsiders" and "foreign influence" have been exchanged to urge all parties to energetic action. Several attempts to get to work in a practical manner have failed, and at one time it seemed as if the various schemes, propounded mainly, if not exclusively, in order to worry the foreign Settlement, would collapse for want of genuine popular support. Quite recently, however, fresh impetus has been given by the active championship of Viceroy Chou Fu, who drew up a memorial to the Throne on the establishment of a "Mart" to the north of Shanghai. The proposal to which His Excellency lent the weight of his influence is that in the absence of public subscriptions "official support" should be provided to enable the authorities to hem in the Settlement by a ring fence of Chinese "municipalities" to the North. According to the Viceroy the estimate of the amount required "to start the North" is Taels 200,000 and more. To procure this sum it is proposed that certain land at Woosung "should be resumed as Government land and sold as quickly as possible; the proceeds to be devoted to the expenses of the North Mart, a public asset thus supplying a public need . . . . . The Shanghai Taotai has been instructed to take steps accordingly." The memorial naively adds:—"When the scheme has proved a success, it will combine with Nanshih (South Mart) to form an influence calculated to insure extension of trade, prosperity and the *recovery of advantages* to no limited degree."

So long as the scheme to establish Chinese "municipalities" on the north of this Settlement depended upon public subscription for its practical initiation, it could be viewed with unconcern. Chinese merchants and others have given unmistakable proof of their preference for being domiciled in the Foreign Settlement over continuing their commercial activity within the limits of a native city. Consequently, although some might be induced to sign petitions for the opening up under Chinese auspices of land beyond our present boundaries, it is not a matter for surprise to learn that they were not ready to support their proposals in a practical manner and that the necessary funds were not forthcoming. They are well aware that, as things are at present in China, no foreign community of any value commercially is likely to establish itself in a Chinese "municipality," when a foreign-administered town is available in close proximity, and, further, that without such a community the new settlement offers no attractions. The policy of aggression, however, assumes a different aspect, when it abandons the pretence of catering for a popular demand and endeavours to provoke hostilities with the aid of Government funds. At the present moment the position with regard to the extension of the Settlement is that expansion is taking place gradually on normal times, but under no definite scheme. The Chinese authorities, in accordance with their general attitude at this juncture in their history, affect to resent this condition of things and are seeking to hem in the foreign community of Shanghai by a line of artificially created Chinese "municipalities." It is essential for the well-being of this Settlement that provision should be made for its gradual expansion. Part of the surrounding country, where the Chinese are seeking to manufacture vested interests—north of the Markham Road Bridge—is not attracting much attention to-day among foreign residents, but it falls directly within the two "arms" (the north-western and Paoshan) formed in the course of the Settlement's extension. Any comprehensive scheme of future expansion must include this area (known as Chapei), and it would seem unwise to allow ourselves to be "blocked" at this point by a reluctance to act at the psychological moment.

If our Chinese friends would be honest with themselves they would be forced to admit that the expansion of Shanghai neither implies aggression on the part of the foreigner nor entails further encroachment upon China's sovereign rights. With 575,000 Chinese inhabitants side by side with only 12,000 foreigners, it would be hard to maintain the contention that the Settlement does not exist just as much for the benefit of the Chinese who have proved so eager to avail themselves of a foreign administered municipality, as for the benefit of foreigners. Any extension of the Settlement will bring in its train corresponding advantages for an increased number of Chinese; whereas the perpetuation on our northern boundary of conditions such as obtain to-day in the native city of Shanghai would not only fail to profit the Chinese, but would constitute a grave menace to the health of the Settlement. It would probably save much friction on the future, if we could indicate and persuade the Chinese to recognize the potentialities of the Settlement's normal expansion. Much of the motive power in the recent agitations to exploit Chapei was provided by Viceroy Chou Fu and his protégé Taotai Hsü Naiping. The latter has accompanied His Excellency to Canton, and it is more than probable that all his pet schemes are in abeyance, if not actually exploded. On this subject of the natural extension of the Settlement the community is likely to be able to count upon the active support both of the local Consular body and of the Diplomatic Corps in Peking; it might therefore be opportune to approach the new Viceroy, His Excellency Tuan Fang, who enjoys a reputation for being clear-headed and level-minded, in order that a definite understanding may be arrived at before vested interests are established.—*N. C. D. News.*

THE SHANGHAI SIKH POLICE.

The *N. C. D. News*, of 21st inst., says:—On Thursday last ten Indian constables charged under article 83 of the Order in Council 1904 in connexion with the Sikh Police strike on September 29 were given four days in which to find security varying in amount for their future good behaviour. This period expired on Monday and yesterday the men were brought up on remand. Sir Havilland de Sausmarez found that in the case of eight of the constables the security they were prepared to offer was not satisfactory and sentence of deportation to India was passed on them; the others were remanded again until Thursday. As was anticipated, firm and intelligent handling of the Sikhs has had an immediate result. The inability of the ringleaders in the strike to find security may be taken to imply that they have been repudiated by the rest of the men and the elimination of their sinister influence should enable the whole force to be brought into line without much difficulty. It must not be forgotten, however, that this satisfactory state of affairs has been brought about by the instrumentality of a British officer, belonging to a Sikh regiment, whose services have been lent temporarily by the General in command of His Majesty's troops in North China. Major Hall is under agreement to return to Tientsin in a few days' time and the Municipal Council will be left again without a police officer able to communicate with the Sikh police in their own language. The 'emadar who has accompanied Major Hall remains for a longer period and no doubt his services will prove invaluable. Nevertheless it is evident that for the permanent maintenance of discipline among the Sikh police the presence of a British officer speaking their language is essential and it is to be hoped that a sense of temporary security from anxiety will not deter the Council from engaging such an officer at once.

THE JAPANESE IN SAN FRANCISCO.

PRESIDENT ROOSEVELT'S ASSURANCES RENEWED.

16th November.

A Tokyo dispatch states that the San Francisco anti-Japanese movement is viewed in the same light by both the Tokyo and Washington Governments, and negotiations are being conducted with the friendliest feelings on both sides. A telegram has reached Tokyo, stating that President Roosevelt had again given his assurances of the U.S. Government's sincerity to Viscount Aoki, the Japanese Ambassador at Washington. What course the Washington Government will take against the San Francisco authorities for the settlement of the difficulty entirely lies with the U.S. Government, continues this dispatch, and it will take some time before the solution is finally arrived at. Japanese are advised to watch the progress of events with calmness, so that they may not misapprehend the sincerity of the U.S. Government.

FURTHER PROTEST BY THE JAPANESE GOVERNMENT.

17th November.

We learn from a Tokyo dispatch that in the opinion of the Japanese Government the question of the anti-Japanese movement in San Francisco—constituting a violation of the treaty—should be settled by diplomatic negotiations between the Governments of the two countries, the opinion being expressed that judicial decisions in America have nothing to do with the Anti-Japanese treaty.

On the 14th inst. the Tokyo Government issued telegraphic instructions of considerable length to Viscount Aoki, the Japanese Ambassador at Washington, requesting him to lodge a further protest. The instructions are said to be to the effect that the Japanese in America, by virtue of the treaty, are entitled to receive the same treatment in regard to protection of life and property, trade and residence as American citizens and the subjects of the most-favoured nations. The development of the anti-Japanese movement in San Francisco being a violation of the treaty, means should be taken for the settlement of the question by diplomatic negotiations between the Governments of the two countries, without waiting for decisions of justices in America. The hope is expressed that by the settlement of the present question the recurrence of anything calculated to disturb the very friendly relation existing between the two countries may be prevented. In conclusion, the instructions are said to have urged that the education of the children expelled from the schools should not be neglected even for a day, and immediate steps should be taken for their re-admission.

CONSTITUTIONALIST DEPUTATION TO VISCOUNT HAYASHI.

18th November.

As has been already mentioned, the Constitutionalists are of opinion that the best manner in which to check the anti-Japanese movement in the United States is to conclude a complete naturalisation treaty. The existing legislation of America, excluding races other than white and negro from the naturalisation law, was adopted a hundred years ago, when the American people new little about Japan.

The Constitutionalists are of opinion that it is not impossible to secure a treaty admitting Japanese to the rights of naturalisation, as the Japanese are a widely different people from other Orientals. A deputation of the Constitutionalist party was to wait upon Viscount Hayashi, Minister for Foreign Affairs, yesterday, to consult him upon the question.

Yesterday morning, as arranged, deputations of constitutional and Progressist parties called on Viscount Hayashi, Minister for Foreign Affairs, at his office, to consult on the anti-Japanese movement in San Francisco. The Minister received the deputations separately, and informed them that the two Governments were in agreement on the question. The Japanese Government was only furnishing material for what was hoped would be the successful solution of the question, and American politicians generally were agreed in opinion with the U.S. Government. Viscount Hayashi expressed the hope that the question might be speedily and satisfactorily solved.—*Japan Chronicle.*

MAIZURU AS AN OPEN PORT.

The growing importance of Maizuru as a port of export on the Japan Sea has given rise amongst the Japanese public to considerable discussion in favour of throwing open the port to foreign trade. In naval and other Government circles there seems to be no serious objection to making at least half of Maizuru a tradal port, and it would appear that the only opposition that there is is confined to the military authorities. The vernacular Press seem to be confident, however, that whatever objections may be entertained in military circles there can be no doubt that Maizuru is destined to become an important tradal port, and possibly in the not far distant future one of the leading distributing centres of the Empire.

Up to the end of August last the amount of merchandise exported to Vladivostok from Maizuru had amounted to the not inconsiderable total of eight million yen, and it is expected that the trade will reach at least ten millions for the year. The taste for Japanese articles that—apparently as the result of the war—has been implanted in Russia is certainly extraordinary, but there can be no doubt about it when one considers the growing demand there has been of late for Japanese merchandise. The demand for Japanese wares has been greatly on the increase in North Manchuria and Siberia, the Russians there being large purchasers.

Given more facilities than are at present available, it is confidently believed in Japanese commerical circles that this trade will show great and extending development. Kobe, on account of the greater distance, and Tsuruga, owing to its comparatively exposed position and the lack of sufficient overland transportation facilities, are regarded as holding second and third places respectively for the promotion and development of Russian trade, and while Maizuru is regarded as an important naval and military port, that is considered to be no reason why it should not at the same time become a commercial port, and one of the Japanese journals, the *Chusai Shogyo*, referring to this matter, gives instances where foreign trade is carried on at naval ports in Western countries. It is pointed out that in case of necessity the authorities could close the port and request the withdrawal of foreign Consular officials; but if it is seriously intended to make Maizuru an open port there should be little necessity to consider such a stipulation. In the opening of Maizuru a unique opportunity would be afforded to Japan to give proof to the world of her peaceful intentions, commercial enterprise might make a bid for supremacy and even become supreme there, and Japan will be better off when Maizuru is a peaceful and flourishing tradal port than while it is merely a centre for naval and military organisation.—*Japan Chronicle.*

FUERST BROS. v. CANTON INSURANCE OFFICE, LD.

Before Judge Lumley-Smith, K.C., on 25th Oct., in the City of London Court, Fuerst Bros., merchants, of Philpotlane, E.C. sued the Canton Insurance Office, Limited, of Cornhill, E.C., for damage done to goods during transit from Antwerp to London. The plaintiffs, in the course of their business, bought goods in Antwerp, and as they were to be sent to London they effected a policy of marine insurance with the defendants to cover themselves against loss if any occurred. According to the plaintiffs, the goods were damaged on the voyage and the present claim was made. A clean bill of lading was given at Antwerp. The defendants argued the goods in question must have been damaged before they were put in the ship. The plaintiffs said they were only bringing the case because of its importance to the whole commercial and maritime insurance world. They had never known an insurance company to contest such a claim when a clean bill of lading was given. Judge Lumley-Smith said that bills of lading were not necessarily conclusive, and the evidence had been brought from Antwerp to prove the state the goods were in when shipped. He did not suppose there was any great craving on the part of the crew for the castor oil which the barrels contained. He found for the plaintiffs for the amount claimed and gave costs on the higher scale, as the case was important.

THE Chinese Engineering and Mining Co.'s total output of the Company's three mines for the week ending 10th Nov., 1906, amounted to 2,083.05 tons and the sales during the period to 1,616.16 tons.

INCIDENT ON HONGKONG TYPHOON.

Mr. Clements, and old Jack tar, who is caretaker of the old town hall at Scarborough, has received a letter from his son, on board H.M.S. *Astræa* at Hongkong, referring to the recent typhoon. The letter says: We rescued 49 persons from a watery grave. One was a very sad sight. We saw in the water a mother with a little baby; we threw a rope to her; she caught hold and we were towing her safely when a Chinaman pulled at the baby and sent the mother and child backwards into the water and they were drowned. He caught hold of the rope to be rescued, but we pulled it out of his hand and let him drown for his cowardice. The harbour was a mass of floating bodies.—*Lloyd's Weekly News.*

COMMERCIAL.

YARN MARKET.

In their report dated 30th instant, Messrs. Phirozsha B. Petit & Co. write:—Our last report was dated the 16th inst., the eve of the termination of the second of the concessions granted to dealers by importers whereby sales on the part of the latter were absolutely suspended for the three months previously. As predicted, upon the re-opening of the market on the morning of the 18th inst. brokers displayed unwonted activity in behalf of their constituents—the importers—almost all of whom had placed instructions with their intermediaries with a view of quitting their holdings. With a knowledge of the depleted condition of the purses of most dealers, importers, though eager sellers, would only sell to firms of substantial means capable of taking immediate delivery so as to enable the maximum advantage to be taken of the comparatively higher exchange ruling at the moment. Under the circumstance and with the limitations placed upon the brokers, it is conceivable that sales reported are practically *nil*.

The anticipation of a brisk demand upon resumption of business has, unfortunately, not been realised owing to the continuance of harvest operations in some of the consuming districts and the failure of the rice crop in others. Business has also been checked by the conspicuous absence of yarn speculators. The only operators at present are genuine buyers from whom the element of speculation is wholly eliminated.

Since the issue of our circular of 24th August last prices show a heavy decline. In No. 10s the quotation has receded from $12 to $18 per bale, while in No. 20s the drop has been one of from $8 to $12. The reported sales are confined to selected threads only.

In the absence of any actual transaction it is difficult to establish absolutely accurate quotations of various threads; those stated in this circular must be considered more or less nominal, since no business has taken place at the respective figures mentioned.

In our opinion there appears to be no local factor capable of bringing about a material amelioration in the deadlock in the market caused by the severe reverses to practically all the leading yarn merchants in the Colony. Bombay can, however, come to local dealers' salvation if only mill-owners will strive at a common understanding to work short time and, consequently, considerably reduce their combined output for, say, a period of at least six months when the glutted condition of the China market will have had time to absorb the major portion of the over-supply wherewith it has been surfeited as a result of the over-speculation that had been indulged in for some time. With a curtailment of supply from India there should be some hope of prices regaining their former high level when the worst of the crisis is tided over.

The Market closes quiet.

Arrivals:—Per steamers *Gregory Apcar*, *Sutsang* and *Lutsang* (from Calcutta), and steamers *Devanha*, *Franz Ferdinand*, *Colombo Maru*, and *Delhi* (from Bombay) of about 10,000 bales for this port.

Shipments.—To Shanghai and other ports about 2,000 bales.

Uncleared Stock.—About 32,000 bales.

Unsold Stock.—About 110,000 bales.

Exchange:—We quote, to-day, as under:—

India	T. T.	at	Rs.	168½ per cent.
"	Demand	"	"	169 "
London	T. T.	"	Sh.	2 3/32d.=$
"	Demand	"	"	2 3 5/16d.=$
Shanghai		"	Tls.	72½=100d.
Silver		"		32 ¼d. per oz.

RAUB AUSTRALIAN GOLD MINING CO.

General Manager's monthly report for the 4 weeks ending 3rd November, 1906.

The accompanying sheet of mine measurements and assay results of prospecting work shows a total of 387 ft. for the period (4 weeks) under review, made up of 13 ft. sinking 93 ft. driving, and 281 ft. crosscutting, as against a total of 337 ft. for the previous four weeks.

MINES.

Bukit Koman. 440 ft. Level Drive South.—This has been driven 10 ft., making a total of 202 ft. south of the shaft. The lode, 63 in. wide, averages by assay 1½ dwt.

440 ft. Level South, No. 1 Winze.—This has been deepened 9 ft. making a total depth of 65 ft. The lode has averaged the full width of the winze—viz: 50 in.—and is worth 6 dwt. per ton. The water has become heavier than can be dealt with by hand power, and sinking operations have been suspended.

440 ft. Level North, Crosscut East.—This crosscut has been extended 19 ft., making a total of 38 ft. Both the hanging and footwall portions of the lode have been cut and driven on 7 ft. and 3ft. respectively. The formes averages 26 in. wide and is worth 1½ dwt., and the latter 30 in. wide assaying 6½ dwt.

340 ft. Level South.—This has been extended 2 ft., making a total of 465 ft. The crosscut east has been taken 14 ft. without any improvement to note. This end is now idle.

340 ft. Level North, Drive on Hanging Wall Branch.—This has been advanced 7 ft. making a total of 46 ft. The lode, 70 in. wide, averages 4 dwt. per ton.

Crosscutting for Stope filling.—179 ft. of this work has been done.

Stopes.—Milling ore has been won from the following:

Above the 440 ft. level (1) Lode 82 in. wide, worth 5 dwt.

Above the 340 ft. level (2) Lode 93 in. wide, worth 3½ dwt.

Above the 240 ft. level (2) Lode 66 in. wide, worth 6 dwt.

"STOPE" MINE.

160 ft. Level, Drive South.—This has been driven 26 ft., making a total of 253 ft. The lode has been very broken during the month, and for an average of 50 in. it assays 4 dwt.

160 ft. Level, Crosscut East.—This has been advanced 29 ft. bringing the total to 326 ft.

260 ft. Level, Drive South.—Here 35 ft. has been driven, making a total of 290 ft. The lode, 55 in. wide, is worth 11 dwt.

60 ft. Level, Crosscut West.—To this has been added 16 ft. bringing the total to 252 ft.

Stopes.—Above the 160 ft. level (1) Lode 60 in. wide, worth 5 dwt.

Above the 60 ft. level (2) Lode 96 in. wide, worth 7 dwt.

BUKIT MALACCA.

No. 1 Winze below No. 2 Level.—This has been sunk 4 ft. making a total depth of 45 ft. The lode, 44 in. wide, is worth 9 dwt.

No. 2 Level South, Crosscut West.—This was started early in the month and has been taken 14 ft. At this point a bunch of quartz was met, which has been driven on to the south 3 ft. The width averages 40 in. and assays 11 dwt.

Stopes.—From below the No. 2 level (1) lode 32 in. wide, worth 12 dwt.

CYANIDATION.

One large vat is now in full work. The machinery is working well, and the extraction and precipitation are very satisfactory. The second vat is being brought into use, and a third is under construction.

MILLING RETURNS, BUKIT KOMAN.

Stamps working 40.
Period of Work: 28 days, less lost time 0.87 days for clean up and repairs.
Ore milled: B. Koman 2,220 tons.
Stope 1,093 tons.
Total 3,293.
Amalgam recovered: 1,750 oz, producing
Retorted gold 698 oz, producing
Smelted gold 695.31 oz.
Average yield per ton 4.22 dwt.
Average value of tailings 1.08 dwt.

BUKIT MALACCA.

No. 1 Mill ran 26 dys } crushing 90 tons of
No. 2 Mill ran 25½ dys } mine ore and 2,010 tons surface ore.
Total tons crushed 2,100.
Amalgam recovered: 403 oz, producing
Retorted gold 120 oz, producing
Smelted gold 119 oz.
Average yield per ton 1.13 dwt.
Total tons crushed: 5,393.
Total amalgam 2,153 oz.
Total smelted gold 814 31 oz.
Average yield per ton 3.02 dwt.
Average fineness of bullion 940.153.

W. H. MARTIN, Gen. Manager.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T.	2/3½
Do. demand	2/3 5/16
Do. 4 months' sight	2/3½
France—Bank T.T.	2.87
America—Bank T.T.	5½
Germany—Bank T.T.	2.33
India T.T.	168½
Do. demand	169
Shanghai—Bank T.T.	72½
Singapore T.T.	2½ % prem.
Japan—Bank T.T.	111½
Java—Bank T.T.	137½

Buying.

4 months' sight L/C	2/3 1/16
6 months' sight L/C	2/4½
30 days' sight San Francisco & New York	56½
4 months' sight do.	57
30 days' sight Sydney and Melbourne	2.4 3/16
4 months' sight France	2.92
6 months' sight "	2.93½
4 months' sight Germany	2.39
Bar Silver	32½
Bank of England rate	6 %
Sovereign	8.76

LOCAL AND GENERAL.

THREE men, 129th Baluchis, left for Calcutta per s.s. *Kutsang* on the 24th instant, for discharge.

MAJOR S. H. Pedley, 2nd Royal West Kent Regiment, left for Singapore per s.s. *Kutsang* on the 24th instant.

IN the return issued on Tuesday showing the number of plague cases in the Colony, it is stated that one case of plague has occurred at Sha Po, Kowloon City, the sufferer being a Chinaman who has succumbed to the disease.

THE following bulletin was issued from Government House on Sunday morning:—His Excellency the Governor is progressing slowly but satisfactorily. The injury to the brain, received at the time of the accident, necessitates great care.

H. E. WU Ting Fang, vice-president of the Board of Punishments, has been recalled by telegram by the Throne to the Imperial Capital, for the purpose of reviewing and revising certain Chinese laws. H. E. Wu in expected in Peking at an early date.

LANCE-sergeant Winter, of the Water Police Station, proceeded against a boatwoman before Mr. F. A. Hazeland, at the Police Court on Wednesday, for making fast to the steamship *Laisang*, yesterday, while that boat was entering the harbour. She was fined $50.

MR. Li Hwok Kut, the elder grandson of the late Marquis Li Hung Chang, Prime Minister of China, a young man about 30 years of age, has been offered and has accepted a military commission for duty in a position which has hitherto been held by a Tartar Official of high position.

MR. H. I. Harding of the Consular Service has been transferred from Shanghai to Canton. His departure will be a loss to Shanghai where he has many friends. These, however, will congratulate him on his promotion and will follow his career in the Service with keen interest.—*N. C. D. News.*

AN Indian seaman, Shik Baboo, on board the steamer *Cardiganshire*, was charged before Mr. F. A. Hazeland, at the Police Court, on Thursday, with behaving in a noisy and disorderly manner in a house at Wanchai last night. He pleaded guilty to the charge and a fine of $3 was imposed.

SAPPER J. Lander, of the Kowloon Camp, charged three ricksha coolies before Mr. C. A. D. Melbourne, this forenoon, at the Police Court, for refusing to accept a fare while disengaged at Kowloon, on the 24th instant. The charge was proved, and each coolie was ordered to pay a fine of one dollar!

THE *Osaka Shimpo* publishes a Nagasaki message, stating that a man has been arrested there who is believed to be the forger of Hongkong and Shanghai Bank and Russian notes. The amount of the notes forged is given as Y500,000, and the man is said to have accomplices in Kokura, Kobe, Osaka, and Hiroshima.

AN Indian policeman charged a Chinese bill poster before Mr. F. A. Hazeland, at the Police Court, this morning, with posting a bill on the walls of the Naval Yard building without sanction from the Naval authorities. The bill referred to some Chinese patent medicine. The coolie did not know the law. A fine of $3 was imposed.

AS we previously announced was to be the case the Chiuchow-Swatow Railway Company held the official opening of the recently completed line, on the 24th inst., when a vast crowd of spectators, and large gathering of guests, official and private, were present. Everything went off well, and the guests were subsequently entertained to tiffin.

REGARDING the accident which happened to a Chinese child, who fell over the verandah of his house on Tuesday last, we were informed that the house was No. 7 Kennedy Street. The occupant of that house now informs us that it was not from the verandah of that house the child fell, but from one in a side lane, adjoining, and bearing the same number.

SANITARY Inspector J. T. Cotton, who is in charge of the Kennedy Town Slaughterhouse, located two wild boars on the west side of Mount Davis at eleven o'clock on Thursday. After an exciting chase he succeeded in shooting one, the other having escaped. The animal on being weighed tipped the scale 87 pounds and has a tusk two inches long.

GULAM Sher, the Indian watchman, who alleged that he was employed on the Kowloon-Canton Railway Line, but which was later contradicted, and who is under charge for the manslaughter of a pig-dealer at Yaumati, recently, particulars of which have already been reported, was on Wednesday committed to take his trial at the next Criminal Sessions.

POLICE-constable Downie summoned the master of the Tai O steam launch *Hung Yik* for allowing the launch to ply in British waters without a proper coxswain being at the helm. The case was called on at the Police Court on Tuesday, but the master did not put in an appearance. Mr. Melbourne issued a subpœna, and gave instructions to Downie to bring the master up to-morrow.

MR. G. Friesland, of Messrs. Melchers and Company, gave two of his private chair coolies in charge, yesterday, for disobeying his orders. When the case was called on before Mr. C. A. D. Melbourne, at the Police Court on Monday, the complainant asked to withdraw the case. The coolies, he said, had been in his employ for some time, and he wanted to give them another chance. The case was accordingly withdrawn.

A CHINESE foreman in the employ of Mr. Corney's Glass Works at Causeway Bay had his queue torn off by the roots and his fingers badly lacerated as the result of an accident that befell him at eleven o'clock on Monday. The unfortunate man was inspecting some of the machinery at the time when his queue caught in a fly wheel and he was dragged right into the machine and his queue severed from his head. He was placed in an ambulance and removed to hospital.

THIRTEEN polo ponies were landed in the Colony on Tuesday by the Indo-China steamer *Hansang* from Shanghai Horse Bazaar. The ponies are for the officers of the Third Middlesex Regiment. By the same ship there also arrived two Derby griffins for Mr. T. F. Hough, one for Jardine's and another for Mr. D. Macdonald. This is the first consignment of Derby griffins to arrive in the Colony this year for the races. More are expected shortly. The seventeen animals are being liveried at Kennedy's stables.

AN extraordinary plea was entered in a divorce suit recently tried in Calcutta. Counsel for the wife, who was the petitioner, said that the husband refused to live with his wife or have anything to do with her, because she made a statement before the clergyman who married them that she was older than the respondent. Therefore she ceased to be his wife. The husband had left his wife absolutely destitute, and she was obliged to seek assistance from friends.

POLICE Constable Berrie, of the Water Police Station, summoned the coxswain of the steam launch *Sun Wo* before Mr. F. A. Hazeland, at the Police Court, this forenoon, for dumping rubbish into the harbour on the 27th instant. The coxswain admitted the charge, saying that it was done by a new hand, who did not know the law. Inspector Langley said that dumping rubbish into the harbour was of very frequent occurrence, and that it was very difficult to catch them red-handed. The defendant would not have been caught had not the constable been in a sampan. A fine of $15 was imposed.

MR. Otto Kong Sing, solicitor, announced in Court on Tuesday that he is going to prosecute in the case in which five repatriated coolies from the South African mines are under charges of attempting to murder one of their compatriots and cutting and wounding another in Connaught Road Central, on the 19th instant, under circumstances previously recorded in our columns. The case was called on again this morning, but had to be put over for another week, owing to the fact that the complainants, who are still in hospital, were unable to attend.

THE summons issued by Sergeant Aris, of Kennedy Town Police Station, against the master of the steamship *Carl Diederichsen*, for neglecting to attach rat flanges to the hawsers while his vessel was alongside the Standard Oil Company's wharf, at Kennedy Town, on the 23rd inst., was called at the Police Court on Tuesday, but the captain did not appear. It was later learnt that the summons was not served as the vessel had left the port shortly after the summons was applied for. The summons was adjourned, and in the meantime the return of the *Carl Diederichsen* is awaited.

AN Arab named Canri, who called himself an unemployed quartermaster, was charged before Mr. C. A. D. Melbourne, at the Police Court on Tuesday, with refusing to pay legal hire last evening, and with carrying a large dagger. The Arab was seen arguing the point with ricksha coolie in Queen's Road Central. The coolie informed an officer that accused would not pay his fare, and he was locked up. On his person was found the dagger already referred to. His Worship fined accused fifty cents for not paying his ricksha fare, and $10 for carrying the dagger without police permission.

"I did not come back here of my own free will. I was blown down here by the typhoon!" said a coolie at the Police Court on Tuesday when he was charged with returning from banishment. Accused was banished some months ago after serving a term in gaol for larceny. He was found yesterday on a dust-boat, where he was employed. "Do you admit returning to the Colony before the expiration of your term?" asked the Court. "I know I am here before my time, but I couldn't help that. The typhoon blew me down here," replied defendant. He was sentenced to one year's hard labour and six hours' stocks.

FONG Lam, a widow, of No. 60, Bridges Street, was arraigned before Mr. F. A. Hazeland, at the Police Court, on Wednesday, on a charge of assaulting Wong Lui, a married woman, in Wing Lok Street, yesterday, causing grevious bodily harm. The complainant and defendant are beggars, and according to the "unwritten rule" each mendicant has a special locality allotted to her in which to beg. The defendant's beat was in Wing Lok Street. Yesterday she met complainant trading on her beat and there was a fight, during which defendant was alleged to have drawn a long hair-pin and stabbed complainant in the head. His Worship bound both women over in the sum of $100 (personal bonds) to be of good behaviour for six months.

WONG Cheong, who recently arrived from the United States, was arraigned before Mr. F. A. Hazeland, at the Police Court on Monday, on a charge of being in possession of a revolver without police permission. Accused, who resides at No. 123, Connaught Road Central, informed the Court that he carried the revolver to protect himself. His Worship ordered that the shooting iron be forfeited to the Crown.

A TALLYMAN employed by the Hongkong and Kowloon Wharf and Godown Company, Limited, with quarters at No. 3, Macdonnell Road, made a very good, but unsuccessful, attempt to leave the premises with the assistant compradore's clock yesterday, but failed. He landed in front of Mr. F. A Hazeland, at the Police Court, to-day, Inspector Langley prosecuting. He pleaded guilty and was sentenced to six weeks' hard labour and four hours' stocks.

PEER Bux, a Yaumati dairyman, who, during the last six years has been visiting the Police Courts periodically, showed up again on Tuesday before Mr. F. A. Hazeland on the same old charge—allowing his buffaloes to stray on the public street at Kowloon. Mr. H. Gardiner, of Mr. O. D. Thomson's office, who appeared for the defendant, said: "I appear for Peer Bux *again*, your Worship." On being told the nature of the charge his Worship made some remark about Peer Bux's frequent visits to the Court, Mr. Gardiner pleaded guilty on behalf of his client, and observed that some alterations to the cattle yard were now being made by his client, but the cattle broke away on the occasion. "His cattle has been breaking away for the last six years," remarked his Worship. "Pay a fine of $15."

THE C.M.S. *Fungshun*, which arrived at Shanghai from Foochow on 22nd inst., reports: Passed the strs. *Hatan* and *Chiyuan* between Steep Island and Tongting, bound south, between 4 and 6 p.m. on the 21st inst. At 3.45 p.m. on the 16th inst., in Lat. 26° 43' N., Long. 120° 35' E., in clear weather, with fresh breeze and heavy N.E. swell, sighted a fishing boat in distress; went alongside and rescued one man, the only survivor of a crew of five. The boat was boarded by Mr. Ross, chief officer, who found three men quite dead, lashed to the boat's fittings. They had died from exposure and starvation. The survivor told a pitiful tale as to the men having been four and a half days without food or water, and the heavy seas breaking completely and continually over the boat, which was completely gutted.

THE Building Authorities summoned Ip Ching Wing, the registered owner of No. 8, Jubilee Street, residing at No. 77, Bonham Strand, for neglecting to comply with the Public Health and Buildings Ordinance of 1903 by erecting ceilings in contravention of section 122 for carrying out works without the approval of the P. W. D. The accused pleaded guilty to the charge. Another summons was issued against Yu Wo Fong and Yu Wo Ngai, of No. 52, Wing Lok Street, registered owners of No. 197, Macdonnell Road, Mongkok-tsui, for commencing work on the above premises without submitting a proper plan signed by an authorized architect to the Building authorities, contrary to section 222 of the Public Health and Buildings Ordinance 1 of 1903. Both cases were adjourned by Mr. C. A. D. Melbourne, at the Police Court to-day.

INSPECTOR Langley, of the Water Police, charged three men—a fisherman, a labourer and a building contractor—the latter of No. 145, Station Street, Mongkok-tsui, before Mr. F. A. Hazeland, this morning, at the Police Court, with being in unlawful possession of fifty-five blankets, valued at $90, and eighty-six rolls of calico, valued at $86, which goods were suspected to have been stolen. The blankets were in a very much soiled condition. They looked as if they had been under water for months. One on being brought into Court and laid on the table spread an aroma about the building which caused Inspector Langley to remark: "Your Worship might take a look at the exhibit and order it out of Court as it will scent the Court." His Worship did not look at it, but said: "Take it out." It was carefully removed. The accused said they purchased the goods from a stranger, but could not find him again. They were fined $75 each, or three months' imprisonment.

A BURLY-looking Ningpo coolie walked into a Chinese restaurant at No. 257, Queen's Road West on Monday and ordered a meal. After satisfying himself and washing the meal down with four cups of *samshu*, which surprised the waiters, the Ningpo man proceeded to leave the restaurant. The waiter demanded payment from the other side of the table, being afraid to get too near the burly Northerner, for fear something dangerous might happen, but the latter walked ahead. The waiter gave chase, but took great care not to get too near his quarry, asking for payment. In the street the waiter gave him in charge. At the Police Court on Tuesday, when he was charged with obtaining a meal by fraud, the Ningpoese said that the meal only cost thirty cents. The waiter wanted twice that amount and as there was a doubt in his mind he did not see why he should pay anything. Mr. Hazeland sent him to gaol for three weeks.

A CHILIAN lad named Diaz Guerra, residing at No. 84, Praya East, swore out a warrant a few days ago for the arrest of one Frank Silva, whom he alleged stole from him a gold finger ring, valued at $20, on the 4th instant. Silva, who lives at 108, Macdonnell Road, and is employed as a carpenter repairing the wharves of the Godown Company, was arrested on Wednesday. He denied stealing the ring from the boy, but said it was given him as a present, and he could produce witnesses who could speak to that effect. Inspector Langley, who had charge of the case, put Silva before Mr. F. A. Hazeland, at the Police Court on Thursday. Guerra stated that defendant borrowed the ring and never returned it. Accused said that Guerra presented him with the ring, saying he had two more at home. He dropped the ring into the sea two days later while at work on a wharf. He could not swim, so he did not go after it. His Worship discharged accused.

PRIVATE A. G. Close, of the Royal West Kent Regiment, was defendant at the Police Court on Monday, in a case in which he was charged with assaulting a lamplighter and Indian-constable No. 694, in Wellington Street on Saturday evening. The defendant denied assaulting the lamplighter, saying: "I only put my arm around his neck, your Worship." He, however, admitted hitting the policeman on the eye. The lamplighter said he was walking along Wellington Street at the time. Accused approached him and put his arm around his neck. When he broke away the defendant struck him with his stick. An Indian policeman came on the scene, but before he could arrest accused he received a punch in the eye. Mr. F. A. Hazeland, in convicting accused, said he would deal with him leniently. He had taken into consideration defendant's good character in the Army—he had practically a clean sheet, also that he was under the influence of liquor at the time, and what was more, the extraordinarily good character his regiment bore in the Colony. He would pay a fine of $2 on the first charge and $5 on the second.

PUN Fu Cheong, of No. 23, Centre Street, summoned the Italian Consul on the 24th instant, to appear in the Police Court on Tuesday for allowing a ferocious dog to go about unmuzzled. The dog was alleged to have bitten complainant on the street. A coolie, who is employed to look after the Consul's dogs, answered the summons when the case was called this morning, and asked to be allowed to settle the matter out of Court. The complainant agreed and after some consultation accepted one dollar and fifty cents as compensation. He then withdrew the summons.

IN Laos, an undeveloped region of French Indo-China, there is something out of the way in the shape of a village of lunatics. The most common form of madness there is a belief among the lunatics that buffaloes are inside them. When these madmen get no troublesome, they are at once removed to the village. But previously, they are tested for madness by being bound hand and foot and thrown into a river. If they manage to swim, that is a sign of their being of sound mind. If they sink to the bottom, as is most often the case, isolation in the village is the sentence—in the event of their being rescued alive.

MR. J. Hands, manager of the Aberdeen Docks, was the complainant against a shipwright, an apprentice and a coolie, employees of the dock, who were charged before Mr. F. A. Hazeland, on Wednesday, at the Police Court, with stealing forty-five catties of tow, 100 catties of pitch and fifty-five catties of rosin. The defendants stated that they were returning with the stuff to the Kowloon Docks. The complainant observed that the Aberdeen Dock was supplied with material by the Kowloon Docks. The defendants' business was to return the stuff they were charged with stealing to Kowloon yesterday. There was a special dock launch to take workmen across. The accused when they were arrested were making for the ferry launch, which in the ordinary course would have landed them at West Point. The accused said that the dock launch was not there, but it was proved that the launch was at the pier half an hour before the men left work. The shipwright was sent to gaol for three weeks, and the remainder discharged.

CHEUNG Chung, a shopkeeper, carrying on business at No. 23 Stanley village, was charged before Mr. F. A. Hazeland, at the Police Court, on Wednesday, with obtaining $140 on the 16th instant and $210 two days later from a salt junk owner under false pretences, but was discharged for want of evidence. The complainant alleged that accused gave him to understand that the cloth trade was a profitable one. On the dates given above he handed accused $350 with which to purchase a quantity of cloth, accused promising to meet complainant at a wharf at West Point the next day with the goods. On the following day complainant waited for defendant at the appointed place, but he never came. He thought, perhaps, defendant might have mistaken the dates, so he again waited for him on the wharf the next day, but still defendant never came. Yesterday, however, he met accused at Stanley and asked him about the cloth, but he seemed to know nothing about it, and complainant charged him. After examining more witnesses, the Court held that no case had been made out and discharged the defendant.

CHINESE thieves seem to be practising the bank-note trick more often than usual during the past week, for no less than three women have been duped. Yesterday, a boatwoman reported to Inspector Ritchie at the Central Police Station that she had been robbed of $77 in bank-notes and $10 in silver, by two men in Des Vœux Road. She related the same old story of meeting the men in the street, who asked her to change some money—a large amount—for them. The woman, with the idea of getting a present from the men, after doing them the favour, in her head, took a parcel from one of the men, which was said to contain the money, handed over to them $87 as security, and saunters off to a money-changer's shop. She discovers on arrival that the contents of the parcel are only rags and that the strangers have disappeared. A *lukong* was despatched with the woman to look for the thieves. On board the steamer *Honam* she pointed out two men, whom she alleged were the thieves, and they were arrested, but nothing was found on them to corroborate her statement. The men were charged before Mr. F. A. Hazeland, at the Police Court, on Thursday, but a remand was applied for by the police to enable them to go deeper into the case. They are of opinion that as soon as the woman was robbed the money was handed to a third party who escaped.

Shipping.

Vessels in Port

STEAMERS.

Acara, Br. s.s., 3,174, A. Smith, 23rd Nov.,—New York 29th Sept., Case Oil.—S. O. Co.
Athenian, Br. s.s., 3,883, A. O Cooper, 13th Nov.,—Vancouver, B.C., 16th Oct., and Shanghai 10th Nov., Gen.—C. P. R. Co.
Borneo, Ger. s.s., 1,344, A. Denker, 18th Oct.,—Sandakan 13th Oct., Timber.—M. & Co.
Cairo, Nor. s.s., 1,381, J. Larsen, 29th Nov.,—Sourabaya 18th Nov., Gen. and Sugar.—Aagaard, Thoresen & Co.
Clara Jebsen, Ger. s.s., 1,103, J. Iversen, 29th Nov.,—Bangkok 19th Nov., Rice.—J. & Co.
Coptic, Br. s.s., 2,744, Wm. Finch, R.N.R., 27th Nov.,—San Francisco 30th Oct, Honolulu 6th Nov., Yokohama 19th, Kobe 20th, Nagasaki 22nd, and Shanghai 25th, Mails and Gen.—O. & O. S. S. Co.
Derwent, Br. s.s., 1,565, J. Jenkins, 23rd Nov.,—Saigon 17th Nov., Gen.—Man Fat & Co.
Drufar, Nor. s.s., 1,102, J. Bing, 21st Nov.,—Saigon 17th Nov., Rice.—Aagaard, Thoresen & Co.
Eastern, Br. s.s., 2,785, W. G. McArthur, 27th Nov.,—Kobe via Moji 22nd Nov., Gen.—G., L. & Co.
Empress of Japan, Br. s.s., 3,039, Henry Pybus, R.N.R., 18th Nov.,—Vancouver 30th Oct., and Shanghai 16th Nov., Mails and Gen.—C. P. R. Co.
Falk, Nor. s.s., 1,380, G. M. Gundersen, 15th Nov.,—Canton 14th Nov., Coal.—M. B. K.
Foochow, Br. s.s., 1,727, H. Smale, 30th Nov.,—Chefoo 24th Nov., Gen.—B. & S.
Hanyang, Br. s.s., 1,207, H. Trowbridge, 29th Nov.,—Chefoo 24th Nov., Gen.—B. & S.
Helene, Ger. s.s., 771, J. Jessen, 28th Nov.,—Hoihow 27th Nov., Gen.—J. & Co.
Indravelli, Br. s.s., 3,767, S. Cullington, 20th Nov.,—Manila 16th Nov., Ballast.—G., L. & Co.
Jacob Diederichsen, Ger. s.s., 633, D. Hentz, 27th Nov.,—Kwang-chow-wan 24th Nov., and Macao 27th, Gen.—J. & Co.
Joshin Maru, Jap. s.s., 702, H. Ohta, 28th Nov.,—Swatow 27th Nov., Gen.—O. S. K.
Kabafato Maru, Jap. s.s., 2,891, K. Yashimatsu, 21st Nov.,—Kobe 14th Nov., Coal and Gen.—Japanese.
Kaifong, Br. s.s., 986, E. Finlayson, 28th Nov.,—Cebu and Iloilo 24th Nov., Hemp, Sugar and Sapan Wood.—B. & S.
Kalgan, Br. s.s., 1,143, R. Lewis, 29th Nov.,—Canton 28th Nov., Gen.—B. & S.
Kanagawa Maru, Jap. s.s., 3,825, M. J. Curnow, 30th Nov.,—London 20th Oct., and Singapore 23rd Nov., Gen.—N. Y. K.
Karin, Swed. s.s., 698, G. Petterson, 29th Nov.,—Hoihow 28th Nov., Gen.—Mr. Lu Wing & Co.
Kobsichang, Ger. s.s., 1,223, C. Roslefsky, 27th Nov.,—Canton 26th Nov., Gen.—B. & S.
Kowloon, Ger. s.s., 2,324, H. Stehr, 24th Nov.,—Anghin, (Bangkok) 15th Nov., Gen. and Mostly Rice.—S. & Co.
Laisang, Br. s.s., 3,460, P. M. B. Lake, 27th Nov.,—Calcutta 10th Nov., Penang and Singapore 20th, Gen.—J., M. & Co.
Lennox, Br. s.s., 2,361, F. McNain, 27th Nov.,—Callao 13th Oct, Ballast.—D. & Co., Ld.
Loongsang, Br. s.s., 1,092, A. G. Smith, 26th Nov.,—Manila 23rd Nov., Gen.—J., M. & Co.
Loyal, Ger. s.s., 1,237, F. Natrins, 21st Nov.,—Bangkok 9th Nov., Rice and Gen.—S., W. & Co.
Lydia, Ger. s.s., 2,734, C. Meyer, 30th Nov.,—Newchwang via Chefoo 25th Nov., Beans and Gen.—S. & Co.
Malta, Br. s.s., 3,899, R. A. Peters, 29th Nov.,—Shanghai 27th Nov., Mails and Gen.—P. & O. S. N. Co.
Mathilde, Ger. s.s., 831, N. Johnemann, 29th Nov.,—Haiphong 25th Nov., and Hoihow 27th, Gen.—J. & Co.
Mercedes, Br. s.s., 2,900, J. S. McGregor, 1st Nov.,—Weihaiwei 25th Oct., Govt. Stores.—Admiralty.
Monteagle, Br. s.s., 3,953, S. Robinson, 14th Sept.,—Vancouver 20th Aug., and Shanghai 11th, Sept., Flour, Lead and Gen.—C. P. R. Co.
Montgomeryshire, Br. s.s., 3,619, P. Gibson, 30th Nov.,—London via Ports 14th Oct., Gen.—S., T. & Co.
Neil MacLeod, Am. s.s., 901, E. Corral, 19th June,—Manila 16th June, Ballast.—Barretto & Co.
N. S. de Rosario, Am. s.s., 715, M. Lopez, Blanco, 12th June,—Manila 9th June, Ballast.—Barretto & Co.
Nerite, Dut. s.s., 300, Carrick, 28th Nov.,—Canton 28th Nov., Gen.—A., K. & Co.
Nord, Nor. s.s., 730, G. Haraldson, 23rd Nov.,—Iloilo 17th Nov., Sugar and Sapan Wood.—Aagaard, Thoresen & Co.
Paklat, Ger. s.s., 1,100, H. Demes, 18th Nov.,—Swatow 17th Nov., Rice and Teakwood.—B. & S.
Quinta, Ger. s.s., 987, Fruhm, 23rd Nov.,—Sourabaya 13th Nov., Sugar.—S. & Co.
Ragnar, Nor. s.s., 1,220, H. G. Nielsen, 2nd Nov.,—Rajang (Borneo) 26th Oct., Timber.—Aagaard, Thoresen & Co.
Rajaburi, Ger. s.s., 1,924, O. Koch, 25th Nov.,—Bangkok 13th Nov., Rice and Wood.—B. & S.
Rajah, Ger. s.s., 1,275, C. Wolff, 28th Nov.,—Sandakan 20th Nov., Wood and Gen.—M. & Co.
Sarsogan, Am. s.s., 428, Vitteria, 7th Sept.,—Manila 4th Sept., Ballast.—Order.
Soshu Maru, Jap. s.s., 1,119, T. Suruga, 30th Nov.,—Swatow 29th Nov., Gen.—O. S. K.
Soudan, Br. transport, 4,207, S. D. B. Lockyer, 19th Nov.,—Taku 13th Nov., Troops.—Admiralty.
Stettin, Br. s.s., 1,324, I. C. Farrell, 30th Nov.,—Singapore 22nd Nov., Oil.—Mr. Geo. McBain.
Suisang, Br. s.s., 1,776, T. A. Mitchell, 24th Nov.,—Calcutta 5th Nov., via Penang and Singapore 18th, Coal.—J., M. & Co.
Taishan, Br. s.s., 1,121, J. T. Laing, 29th Nov.,—Bangkok 17th Nov., Rice and Teak.—B. & Co.
Taming, Br. s.s., 1,350, A. W. Outerbridge, 30th Nov.,—Manila 27th Nov., Gen.—B. & S.
Telemachus, Br. s.s., 1,340, J. Williamson, 29th Nov.,—Saigon 24th Nov., Gen.—Chinese.
Teucer, Br. s.s., 5,305, J. Barwise, 29th Nov.,—Manila 27th Nov., Gen.—B. & S.
Tholma, Nor. s.s., 1,188, F. Jager, 8th Nov.,—Samarang 25th Oct., Gen.—S., W. & Co.
Tinhow, Br. s.s., 921, T. R. Kidd, 28th Nov.,—Hoihow 26th Nov., Pigs and Gen.—A., K. & Co.
Tonawanda, Br. s.s., 2,182, H. D. Clarke, 29th Nov.,—San Francisco 20th Oct., Oil.—S. O. Co.
Yakiko Maru, Jap. s.s., 2,049, K. Muto, 15th Nov.,—Moji 10th Nov., Gen. and Matches.—Fusai & Co.
Yruha, Am. s.s., 469, H. Nelson, 16th Oct.,—Amoy 14th Oct., Ballast.—Yeng Chung.

SAILING VESSELS.

Eskasoni, Br. ship, 1,670, Wm. McBurnie, 12th Oct.,—Manila 13th Sept., Ballast—Order.
I. F. Chapman, Am. ship, 2,013, R. Banfield, 25th Aug.,—Manila 15th Aug., Ballast.—A., K. & Co.
Ivy, Am. ship, 1,181, F. O. Stetson, 25th Nov.,—Shanghai 28th Oct., Ballast.—Mr. Dunbar & Co.
Prince George, bk., 472, A. R. Anderson, 18th Oct.,—Manila 26th Sept., Old Iron.—Order.
S. P. Hetchcock, Am. ship, 2,086, S. L. Zertz, 1st Sept.,—Manila 20th Aug., Ballast.—A., K. & Co.

Steamers Expected.

Vessels	From	Agents	Due
Zoroaster	Moji	B. & Co.	Dec. 1
Tjibodas	Kobe	J. C. J. L.	Dec. 2
Burlow	Japan	M. & Co.	Dec. 3
Ambria	Singapore	H. A. L.	Dec. 3
C. Apcar	Singapore	D. S. & Co	Dec. 3
P. E. Friedrich	Colombo	M. & Co.	Dec. 5
Nicomedia	Japan	P. & A. Co	Dec. 7
Capri	Singapore	C. & Co.	Dec. 7
Namsang	Calcutta	J., M. & Co	Dec. 8
H'kong Maru	Japan	T. K. K.	Dec. 9
Emp. of China	Vancouver	C. P. R. Co	Dec. 16
Sandakan	Sydney	M. & Co.	Dec. 16

Ships Passed The Canal.

3rd November—*Gnilsenau, Bingo Maru, Polynesien, Kanagawa Maru.* 6th November—*Ambria, China, Hohenstaufen, Cyclops.* 10th November—*Machaon, Nubia, Oceanien, Ping Suey, Slavonia.* 13th November—*Bencleuch, Suevia, Benavon, Sophie Rickmers, Christiania, Indrasamha, Prinz Eitel Friedrich.* 17th November—*Achilles, Glenlochy, Indramayo, Kintuck, Palermo, Yarra, Wakasa Maru, Radnorshire, Kawachi Maru, Sikh, Prinz Ludwig.* 20th November—*Bengloe, Silesia,* (Aus.) *Awaji Maru, Carnarvon, Senegambia, Rasbora.* 24th November—*Benlawers, Borneo, Kouang'Si, Moyune, Patroclus, Tourane, Erroll, Caesar, Longtor.* 27th November—*Benarty, Calchas, Glenesk, Manila, Seydlitz.*

Arrivals at Home—3rd November—*Prinz Heinrich, Saxonia.* 6th November—*Peleus, John Hardie.* 10th Nov.—*Gnilsenau.* 13th November—*Atholl, Foxley, Telamon, Oceana, Albinga, Socotra.* 17th November—*Helvetia, Oceanien, Scandia.* 20th November—*Cyclops, Machaon, Bingo Maru.* 24th November—*Prinz Ludwig, Kawachi Maru.* 27th November—*Radnorshire, Tourane.*

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